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A FIFTEEN YEAR PROGRAMME
FOR THE URBAN RENEWAL
OF THE CITY OF WINDSOR
AND ITS METROPOLITAN AREA

1959



Prepared: FOR THE CITY OF WINDSOR

By:

E. G. FALUDI AND
ASSOCIATES
TOWN PLANNING
CONSULTANTS
LIMITED TORONTO

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A FIFTEEN YEAR PROGRAMME
FOR THE URBAN RENEWAL
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AND ITS METROPOLITAN AREA

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Ald. William J. Fairlie
Ald. Archie Munroe
Ald. Bernard Newman
Ald. D. C. O'Brien
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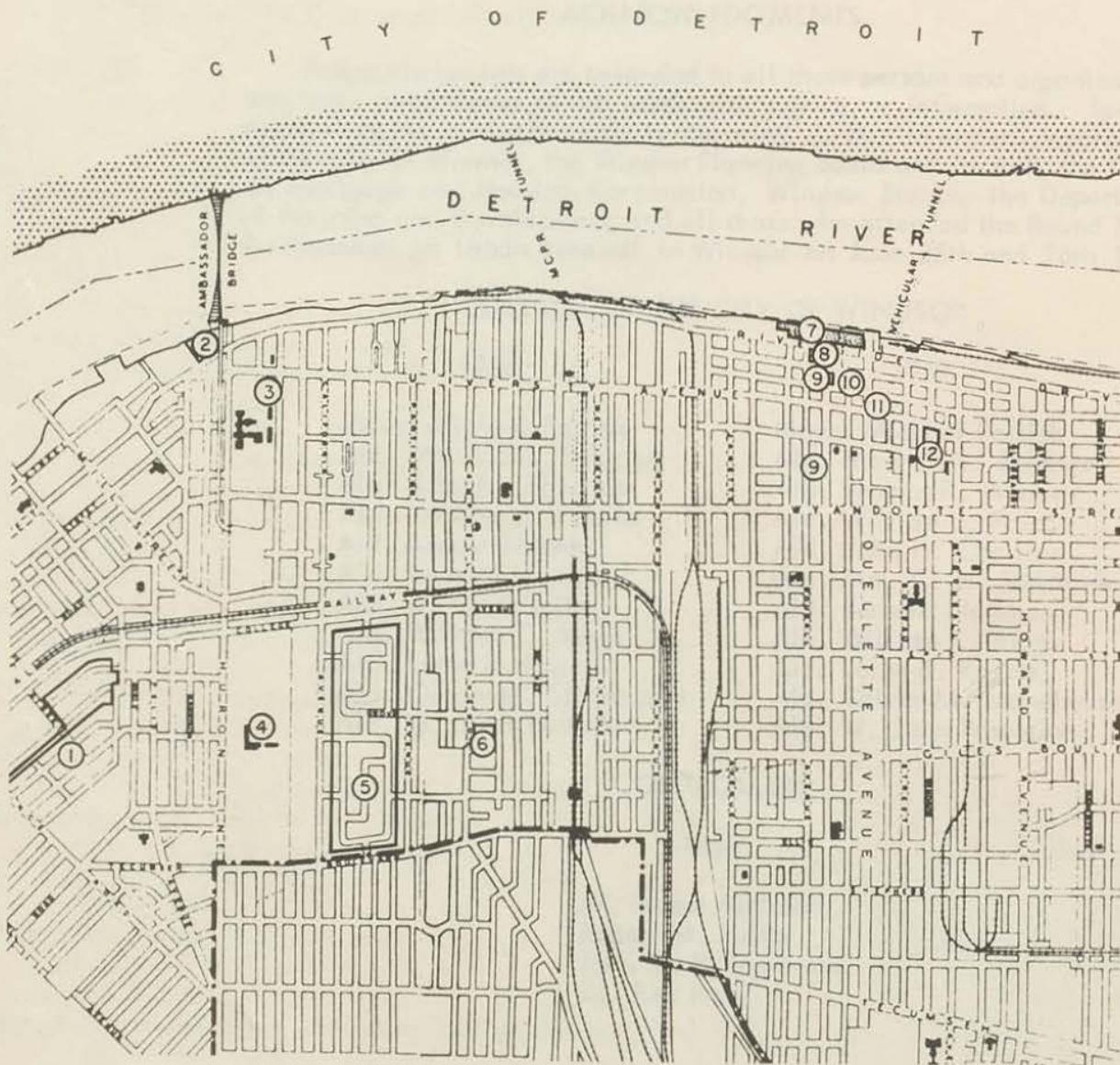
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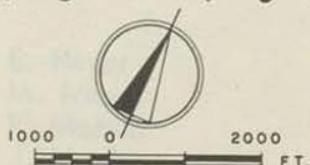
LEGEND

- (1) FEDERAL PROVINCIAL MUNICIPAL HOUSING
- (2) VILLA MARIA OLD PEOPLE'S HOME
- (3) ASSUMPTION LIBRARY
- (4) ASSUMPTION HIGH SCHOOL ADDITION
- (5) FEDERAL PROVINCIAL MUNICIPAL HOUSING
- (6) HOMES FOR THE AGED
- (7) WATER FRONT PARK
- (8) CLEARY AUDITORIUM
- (9) DOWNTOWN PARKING
- (10) FEDERAL BUILDING EXTENSION
- (11) CANADIAN INSTITUTE FOR THE BLIND
- (12) CITY HALL AREA (CIVIC CENTRE)

CITY OF WINDSOR URBAN RENEWAL STUDY

CITY OF WINDSOR
MAJOR PROJECTS

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ILLUSTRATION

E.G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD.

LETTER OF SUBMISSION

May 8th. 1959

To His Worship Mayor M. Patrick
and Members of the Council of the
Corporation of the City of Windsor

Gentlemen:

We take pleasure in submitting a fifteen year programme for the "Urban Renewal of the City of Windsor and its Metropolitan Area."

This report is a logical sequence of the Master Plan Report, which we submitted thirteen years ago as a guide for the future development of Windsor. Since then remarkable improvements have taken place in the city. Some of them were of a legislative nature, others were physical developments, * involving some 40 public and private projects at a cost of almost 24 million dollars.

The magnitude of these undertakings indicates the constructive spirit of the administration and of the people of the City.

We believe that these achievements are unique in the history of Canadian municipalities and demonstrate the foresight and the vigour of the City of Windsor.

It is our strong hope that the same spirit will guide the City administration and its Planning Board in the implementation of the proposals contained in this report.

Although we have taken into consideration the many broad aspects of legislative, economic and physical problems that the City and the Metropolitan Area must face in the future, we have limited the scope of this report to the specific recommendations for an urban renewal programme.

Respectfully submitted,

E. G. Faludi, P. Eng.,
President.

E. G. Faludi and Associates
TOWN PLANNING CONSULTANTS LTD.

* See Appendix 3.

TERMS OF REFERENCE

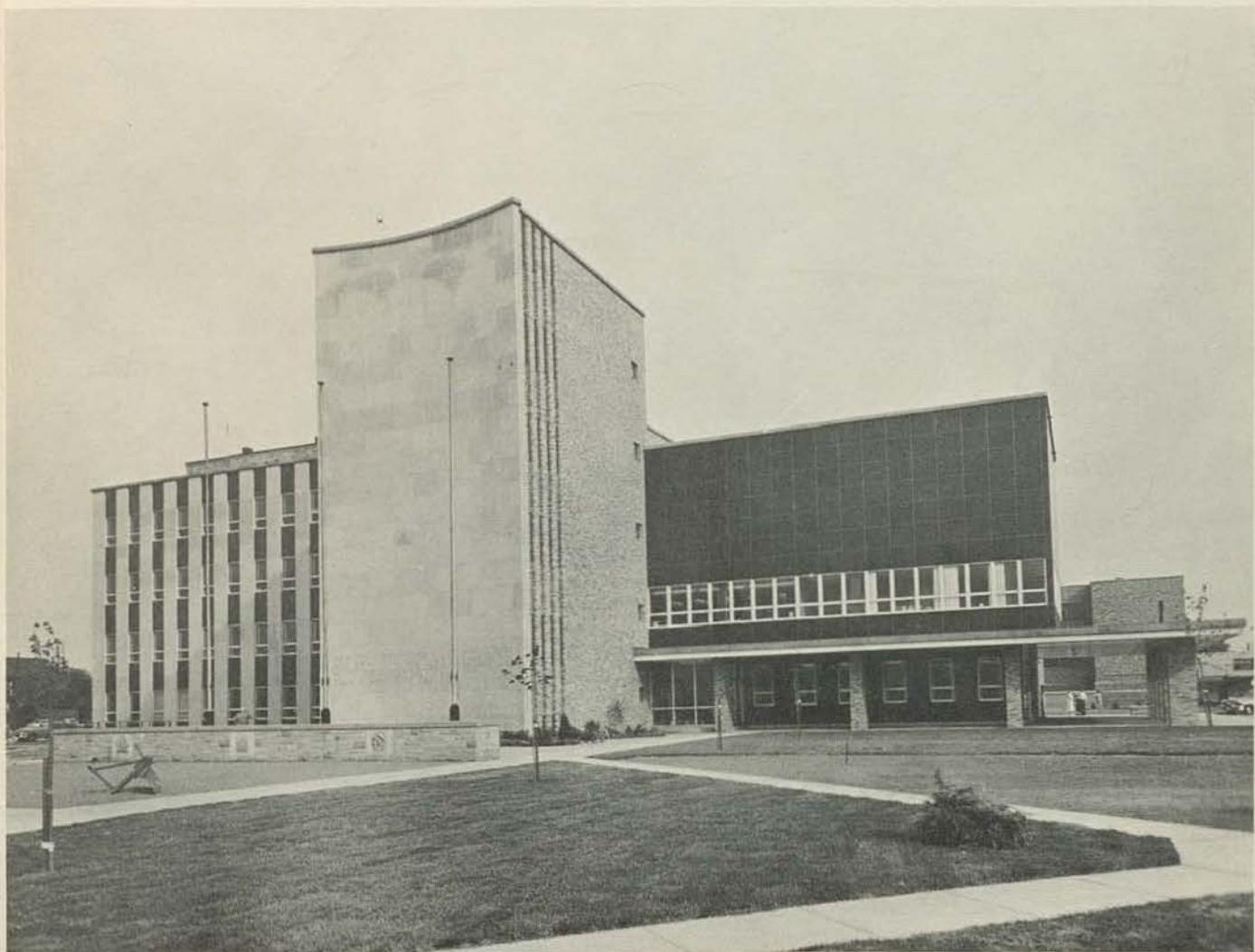
AGREEMENT WITH THE CORPORATION OF THE CITY OF WINDSOR

Dated May 1st., 1958

" to carry out an urban renewal study of the city of Windsor and its Metropolitan area in accordance with the specifications prepared by it, marked Schedule "A"
the Metropolitan area shall include the Towns of La Salle, Ojibway, Riverside, St. Clair Beach, Tecumseh and the Townships of Sandwich East, Sandwich South and Sandwich West."

SCHEDULE "A"

- (a) to conduct an appraisal of the potential of the City and its requirements for sound growth in order to identify areas with a priority for urban renewal
- (b) to study specific areas for urban renewal data.
- (c) to provide detailed studies of specific areas to illustrate the type of urban renewal necessary to give longer life, greater stability and increased usefulness to these areas.
- (d) to study the legislation, financing and administration of an urban renewal programme.
- (e) to provide recommendations for an urban renewal programme.
- (f) to promote citizen awareness and participation in an urban renewal programme"



CITY HALL

PART I

WHY URBAN RENEWAL ?



METROPOLITAN WINDSOR

WHY URBAN RENEWAL?

DETERMINING FACTORS OF FUTURE DEVELOPMENT

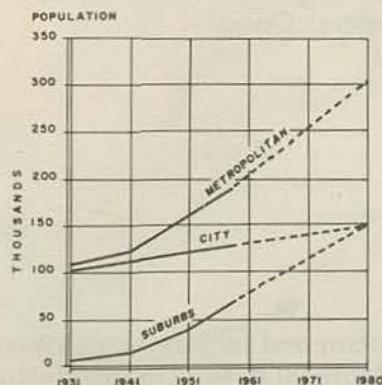
In the search for a renewal programme for the City of Windsor, we have examined the forces and influences which will have an impact on the future development of the City.

We have analyzed the position of the City within the Essex Regional area and within the Metropolitan area.

Our findings may be summarized as follows:-

UNFAVOURABLE FACTORS

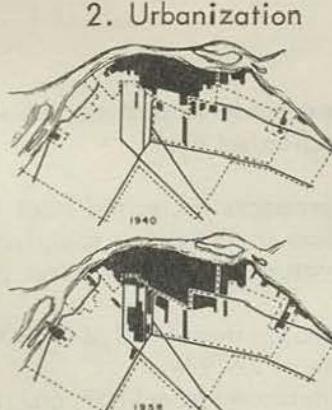
1. Population



In contrast to the rapid population increase of the years before 1941, the recent growth of the City has been insignificant and the rate of increase has declined.

In 1941 the population of the City was 105,311 which increased to 120,049 by 1951. From 1951 to 1956 the increase was only 1,931 although some 300 acres of residential land were vacant and 490 acres of land available for industry. In 1956, of the total Metropolitan population of 185,865 - 65.5% or 121,980 lived in the City and 63,885 or 34.4% in the nine adjacent municipalities.

While the Metropolitan and suburban population of Windsor has increased by 53.2% and 304.3% respectively the population of the City has remained almost stable since 1941.



2. Urbanization

A large portion of the new residential development occurred outside the City, spreading in long narrow ribbons, sometimes five miles long, toward the south and east within the Metropolitan Planning Area of some 100 square miles.

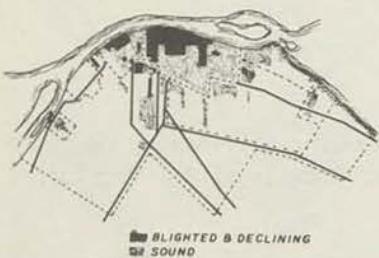
Since 1940 when the built up area of the City covered 5,700 acres, some 2,700 acres have been developed in the suburbs. This rapid urban expansion is inevitably accompanied by problems of providing adequate municipal services in newly urbanized areas.

3. Decline of the Central Core

In contrast to the rapid suburban growth with its lack of adequate municipal services, the central parts of the City, residential, commercial and industrial, are declining and give little incentive for improvement, 1,800 acres can be considered to be declining and 300 acres blighted. Of over 25,000 structures, 13.3% are vulnerable to blight; 3%

PART 1

SECTION 1

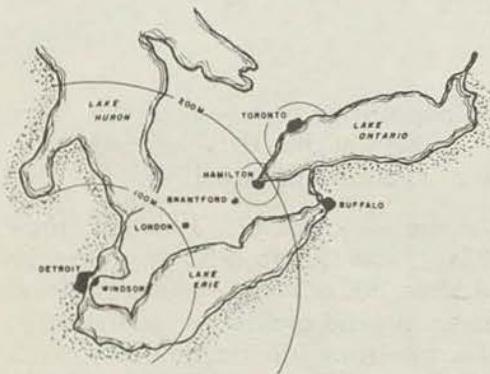


are partly blighted and 0.7% completely blighted.

The pattern of the outward growth is disorderly and haphazard but the inward decline is continuous and uniform.

Undoubtedly much of the urban blight in the central core of the City is due to the functional defects in many parts of the structure of the City.

4 Locational Liabilities



FAVOURABLE FACTORS

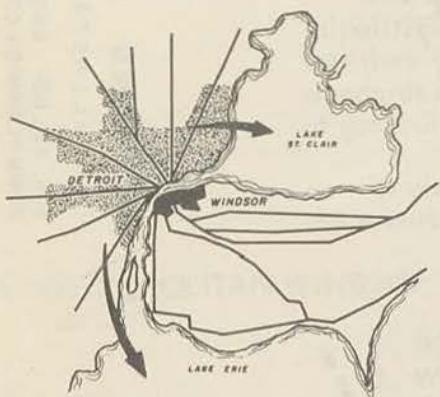
The City of Windsor is the major urban and largest employment centre in the urban constellations of the Essex Regional Area. Its role in the economy of Canada is an outstanding one.

1. Economic Progress

The economic and industrial progress made in past decades and its importance as a manufacturing city are indicated by:-

- (a) The gross value of manufactured products increased from 371 million dollars in 1947 to 484 million dollars in 1954, representing 7.6% and 5.7% respectively, of the gross value of manufactured products for Ontario.
- (b) The total assessment of the City increased from \$117,441,300 in 1936 to \$207,791,895 in 1958, an increase of 76.9%.
- (c) The total income of the taxpayers increased from \$159,667,000 in 1951 to \$178,322,000 in 1954, an increase of 11.6%.

2. Locational Assets

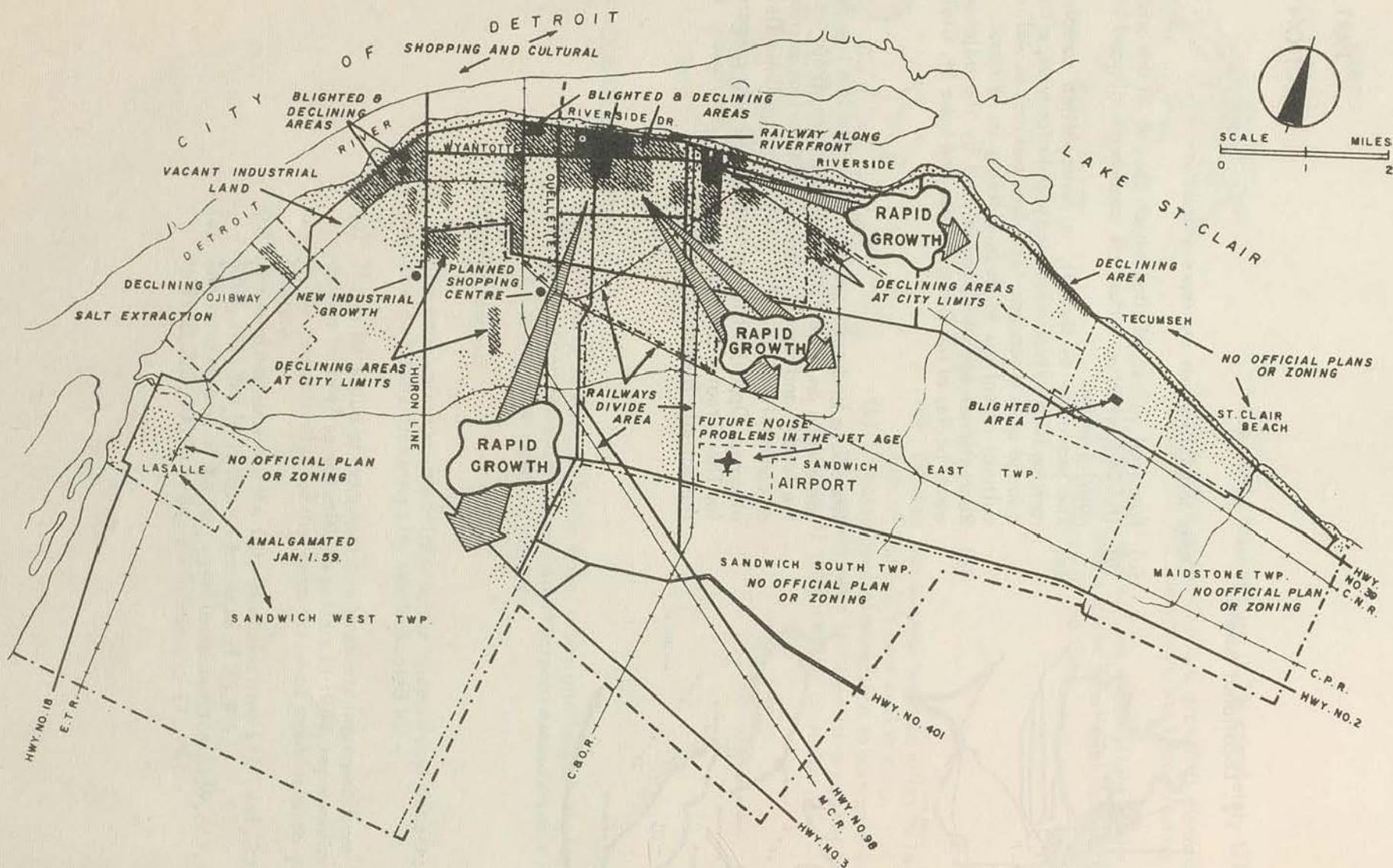


Other tangible assets are represented by:-

- (a) Potential industrial sites which abound in the area.
- (b) The Detroit River offers an abundance of good industrial water.
- (c) The proximity to Detroit, a metropolitan complex ranking fifth in North America population wise, offers a range of business and technical services as well as cultural amenities to people living in Windsor.
- (d) Recreational opportunities offered by the adjacent water bodies of the Detroit River and Lake St. Clair.



The above findings were also expressed in a two day conference on June 25th. and June 26th, 1958, with the leaders and representatives of the various sections of community life, and in a Report of Economic Development Opportunities for Greater Windsor prepared for The Greater Windsor Industrial Commission, by the Battelle Memorial Institute.



PLANNING PROBLEMS ILLUSTRATION 2

E.G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD.

SECTION 2

BASIC PROBLEMS

The built up areas of the City of Windsor and the adjacent nine municipalities form a compact physical, social and economic unit. Nevertheless they live together as dissimilar organisms, each with its own ends, standards and regulations. They are highly interdependent, and, in spite of great disproportion in wealth, indissolubly share the same economic base.

In view of the fact that most of the large scale developments occur in the suburban municipalities the following questions are raised.

A. METROPOLITAN WINDSOR

1. What will be the most suitable size of the future Metropolitan Area?
2. What will be its future shape?
3. Shall future urban development be placed within the boundaries of natural drainage and economic service areas?
4. Shall the primary concern be placed on communications and transportation?
5. Shall the future residential areas be developed as merely the continuation of the present built up areas, or rather as urban units each composed of neighbourhoods grouped around commercial and cultural centres, and each separated from the other by ample open spaces in the form of parkways and recreational areas?
6. What will be the size of urban units, their centres and what will be their boundaries?

B. THE CITY OF WINDSOR

1. The city is the largest urban area with its business, administrative and cultural core. What shall be its function in the Metropolitan Area?
2. What shall be the scale and character of its central core?
3. Will the City reassert itself as a good place in which to live?
4. Can we secure for Windsor a new pattern of life against the "rush to the suburbs"?

In answering the above questions we may conclude that the basic problems are:-

1. The containment of the uneconomic urban sprawl in the outer fringe area.
2. The provision of accommodation for the anticipated population within well defined urban units.
3. The accommodation of a portion of the anticipated Metropolitan population within the City where services and facilities are already available.
4. The creation in the worn out central areas of more efficient attractive and more profitable sites for living than exist in most of the urban fringe areas.
5. - and most important of all:- the perception of all future developments on the principle that the political boundaries of the component municipalities of the Metropolitan Area have no relation to the social and economic life of the people.

PART 1

SECTION 2

It was the unanimous opinion of the leaders of the community that the solution of the above problems will effect the municipality favourably:-

A. FROM THE POINT OF VIEW OF MUNICIPAL ECONOMICS BY:

1. The attraction of new industries and retention of present industries.
2. Increased labour force with consequent increase in payrolls.
3. The return of middle and high income class groups into the downtown area, thus attracting additional purchasing power and providing additional assessment value.
4. The attraction of more suburban shoppers into downtown area stores.

B. FROM THE POINT OF VIEW OF PHYSICAL DEVELOPMENTS BY:

1. Making the highest and best use of all lands in the community.
2. Creating new environments for living and working from existing obsolete and obsolescent areas.
3. Improving the appearance of the community and the esthetic quality of buildings.

C. FROM THE POINT OF VIEW OF SOCIAL CONDITIONS BY:

1. Eliminating slum conditions.
2. Reducing incidences of crime, disease and fire hazards.
3. Halting the trend of decline all over the Metropolitan Community.
4. Providing up to date rental housing accommodation for an income class which cannot pay economic rents.



BLIGHT

SEARCH FOR A SOLUTION: OBJECTIVES

In order to continue to prosper and hold their place and role in the national economy, the City of Windsor and the suburban municipalities must find solutions to their basic problems.

A. METHOD OF APPROACH

These basic problems have been approached by:

1. the undertaking of a survey to ascertain the existence of certain conditions, their measurements according to established criteria in principle and practice, and their use in providing remedies and adjustments in conforming with these principles and practices.
2. conducting research, to verify and test the above theories, principles and practices.

B. DEFINITION OF OBJECTIVES

The following objectives were then established:-

1. to improve the environment of the people living in Windsor and in the urbanized portions of the nine metropolitan municipalities by the adoption and implementation of a community development programme, co-ordinated with the extension or urban growth in new and partly developed areas.
2. to save the City and the fringe areas from further deterioration and to reduce blight by the application of an urban renewal programme consisting of protective, preventive and curative measures.

For the latter purpose we have defined:-

1. Redevelopment Areas - blighted areas requiring acquisition and clearance.
2. Rehabilitation Areas - neighbourhoods in the early stages of decline which require improvements.
3. Conservation Areas - sound neighbourhoods requiring protection against blight.

C. FUNDAMENTALS IN REACHING OBJECTIVES

In designating renewal areas due consideration was given to:-

- (a) the financial ability of the municipality to carry out the programme.
- (b) the principle that the improvement of each neighbourhood or redevelopment area should be an integral part of a long range community development programme.

PART 1

SECTION 4

ASSUMPTIONS ON WHICH PROPOSALS ARE BASED

1. ECONOMIC POTENTIALITIES

Our findings let us believe that the Windsor Metropolitan Community, in the initial phase of the atomic age and of new technological inventions, faces a future of promise. With the establishment of the St. Lawrence Seaway, new harbour facilities and relatively cheap water and power, the economic base of the area may be widened.

New types of industries may join the existing ones and from the relatively undefined community a well defined metropolitan pattern will emerge.

2. PERIOD OF URBAN EXPANSION

In order to avoid proposals which may lead to visionary impracticability or lack of foresight we considered the growth of the Metropolitan Community up to 1975 and 1980. For these periods statistical information is available from Provincial and Dominion Government authorities.

3. POPULATION

Based on population projections made by the Department of Economics of Ontario and by the Royal Commission on Canada's Economic Prospects we estimate that the metropolitan population will be about 280,000 by 1975 and 320,000 by 1980.

4. AREA OF FUTURE DEVELOPMENT

For 1975 the area required for housing, and to provide for commercial, industrial, social and recreation needs of such a population according to today's standards is roughly 32 square miles. This area could be provided with economic services within natural drainage areas. It is 11 square miles larger than the present built up area and it is 72 square miles less than the Windsor and Suburban Planning Area. For 1980 an additional 4 1/2 square miles will be required.

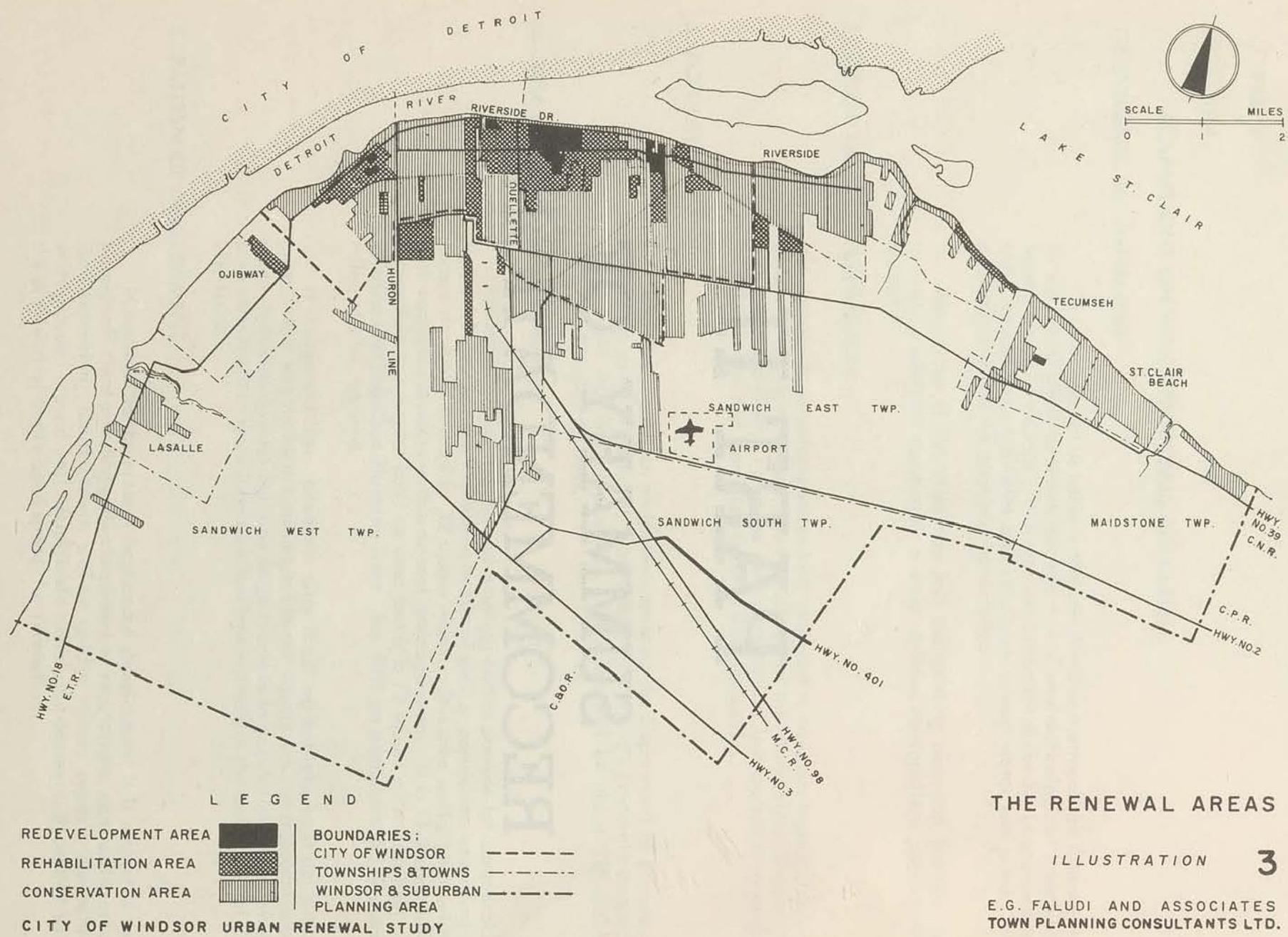
It is apparent that, since the City is almost entirely built up; future growth must largely be accommodated in the vacant land of adjacent suburbs. It is also obvious that any large increase in population of the whole area must result in more intensive development within the boundaries of the city itself.

5. PATTERN OF DEVELOPMENT

In contrast to the present haphazard development it is expected that through efficient planning and enforcement of regulations, controlling urban land expansion, future growth will be guided toward organic community units grouped around well identifiable social and commercial centres; with the provision of ample open spaces for recreation.

PART II

SUMMARY OF RECOMMENDATIONS



SUMMARY OF RECOMMENDATIONS

PROPOSALS FOR THE CITY OF WINDSOR

Upon the foregoing premises we have formulated and propose to the Council of the Corporation of the City of Windsor, subject to the advice of its planning Board:-

THE URBAN RENEWAL PROGRAMME

to adopt the urban renewal programme as submitted herewith embodying recommendations for:-

1. PRIORITY STAGES

the carrying out of this programme in three priority stages:-

Stage 1 to cover a 4 year period from 1959-1963

Stage 11 to cover a 6 year period from 1964-1969

Stage 111 to cover a 5 year period from 1970-1975

2. THE PLAN

(a) Redevelopment (Part 111 Section 3) (Illustration 4)

(i) the elimination of nine blighted areas with a gross area of 297 acres and net area to be cleared of 134.5 acres, to be carried out in the following stages:-

Stage 1 62.0 acres

Stage 11 54.7 acres (See table No. 1)

Stage 111 17.8 acres

(ii) at an estimated net cost at today's prices for acquisition, clearance and resale of about:-

\$3,460,000 to the City of Windsor

\$6,921,000 to the Federal Government, and

\$3,461,000 to the Provincial Government (See Table No. 2)

(iii) the rehousing of a total of 7,348 persons during the 15 year period (See table No. 1)

(b) Rehabilitation (Part 111 Sec. 3) (Illustration 5)

(i) The rehabilitation of 20 declining areas by improvements in street pattern and alleys, school sites, playgrounds, parks and removal of extremely dilapidated structures, to be carried out in three stages:-

Stage	Projects	Gross Area
1	K, H, I, L, O, Q, G	395
11	A, C, F, J, M, N	610
111	B, D, E, P, R, S, T	356

(ii) At an average cost of \$45,000 per project for a total of \$900,000 to be budgeted for fifteen years.

(c) Conservation (Part 111 Sec. 3) (Illustration 6)

(i) The preservation and protection of two new and stable neighbourhoods by legislative action and private resources.

PART 11
SECTION 1

- (ii) The rejuvenation of eleven vulnerable middle aged neighbourhoods by legislative action and by public and private resources.
- (iii) The partial improvement by legislative action and by public resources of three older neighbourhoods at the beginning of trend of decline.
- (iv) Conservation of neighbourhoods to be carried out in the following stages:-

Stage	Neighbourhoods
I	4, 9, 13, 16 and 18
II	3, 10, 19, 22, 23, 24, and 25
III	2, 5, 14, and 20

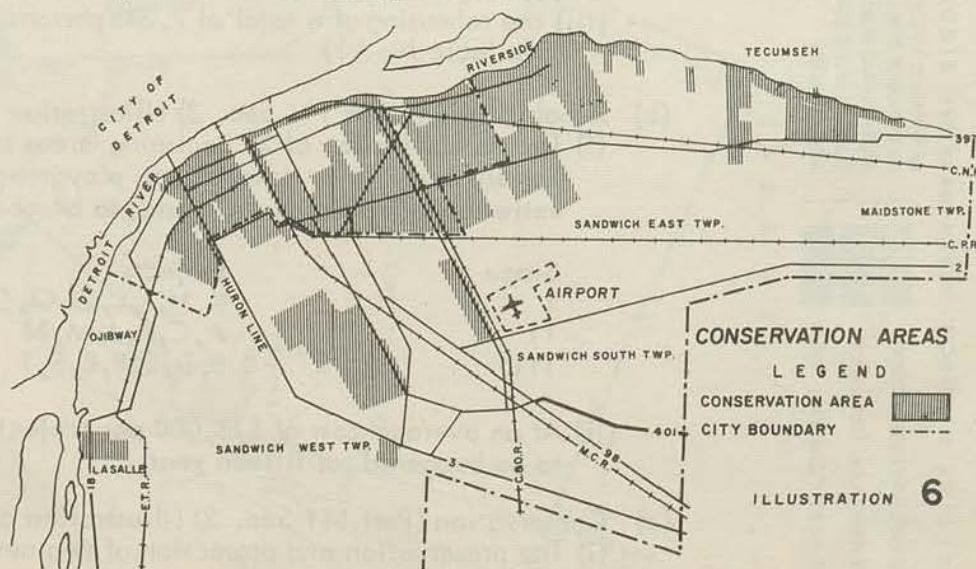
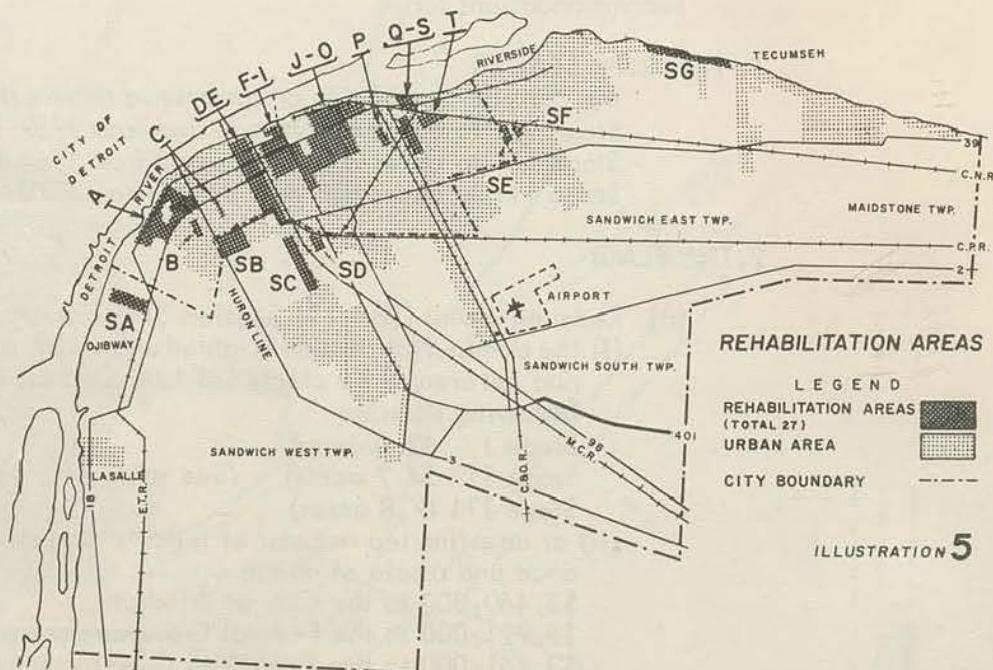


TABLE 1

CITY OF WINDSOR - ANALYSIS OF REDEVELOPMENT AREAS

Project	Location	Area		Land Use		Population Displaced
		Gross Acres	To Be Cleared Acres	Existing	Proposed	
I	Western Sandwich-Brock	7.8	3.6	Commercial Residential Public	Commercial Public Residential	122
II	Western Brock-Peter	20.2	6.6	Residential	Residential	390
III	Central University-Caron	17.6	7.6	Commercial Industrial Residential	Industrial	619
IV	Central Goyear-Marentette	116.5	62.0	Residential Commercial Public	Residential Commercial Public	3294
V	Central Howard Ave.	54.5	19.7	Residential	Residential	1130
V1	Central Marentette-Langlois	31.1	16.1	Residential	Residential	757
VII	Eastern Riverside-Montreuil	7.2	1.6	Residential Industrial	Industrial	100
VIII	Eastern Drouillard S. of C.N.R.	34.7	13.7	Industrial Residential	Industrial Residential	757
IX	Eastern N. of C.N.R.	8.0	3.6	Industrial Residential	Industrial	179
TOTAL		297.6	134.5			7348

PART 11
SECTION 1

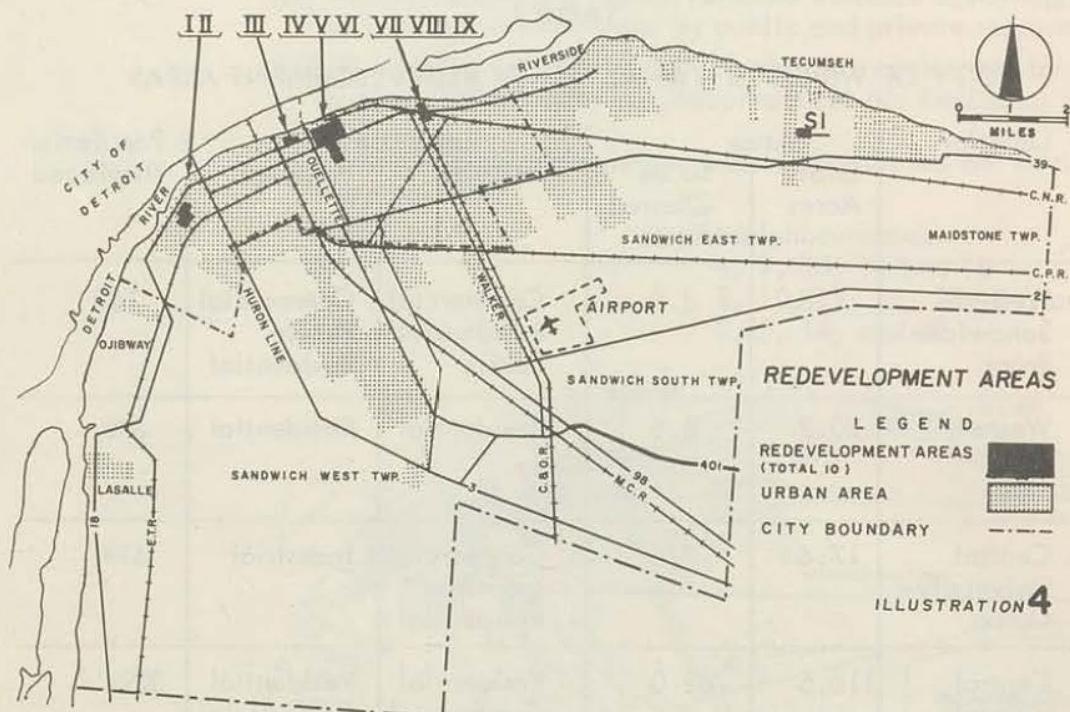


TABLE 2

CITY OF WINDSOR - REDEVELOPMENT AREA

NET COST OF ACQUISITION, CLEARANCE AND RESALE

Project	Net Cost	Division of Costs		
		Federal	Provincial	City
I	1,072,000	536,000	268,000	268,000
II	398,000	199,000	99,000	100,000
III	1,448,000	724,000	362,000	362,000
IV	6,819,000	3,409,000	1,705,000	1,704,000
V	1,438,000	719,000	360,000	359,000
V1	1,173,000	587,000	293,000	293,000
VII	93,000	47,000	23,000	24,000
VIII	1,057,000	529,000	265,000	264,000
IX	343,000	171,000	86,000	86,000
TOTAL	13,841,000	6,921,000	3,461,000	3,460,000

SECTION 2

IMPLEMENTING THE PROGRAMME

1. Capital Budget

The preparation of a long term capital budget (Ref. Part V, Sec. 5)

2. Federal-Provincial Aid

The submission to the Federal and Provincial Government for assistance in acquisition and clearance of land in accordance with the long term budget. (Ref. Part VI, Sec. 1)

3. Official Plan and Zoning By-law

The amendment of the Official Plan and Zoning By-law designations as detailed in Section 3 of Part III of this study, and the continuing revision of the Official Plan and Zoning By-law. (Ref. Part VI, Sec. 1)

4. By-law Enforcement

The strict enforcement of the Zoning By-law (with special reference to the conversion of single dwellings to multiple dwellings, Section 17 (7); the Building Code, and the Minimum Standard Housing By-law, (Ref. Part VI, Sec. 1)

5. Relocation Agency

The setting up of an agency to deal with the problems of relocating and advising those families displaced by clearance. This agency may form a part of the Windsor Housing Authority. (Ref. Part VI, Sec. 1)

6. Urban Renewal Organization

The creation of an urban renewal section within the municipal organization to co-ordinate all phases of the urban renewal programme and to organize citizen participation in the programme. (Ref. Part VI, Sec. 1)

7. Community Facilities

Continuation of the present programme for the improvement of community facilities by the provision of parks and play areas. (Ref. Part VI, Sec. 1)

8. Private Enterprise

Utilization of the services of Business and Professional Groups for developing community resources and encouraging redevelopment by private enterprise. (Ref. Part VI, Sec. 1)

9. Circulation

Continuation of the present programme of street improvements and traf-

PART 11
SECTION 2

fic control. (Ref. Part VI, Sec. 1)

10. Pilot Schemes

The initiation of rehabilitation and conservation schemes by combined public and private action. (Ref. Part VI, Sec. 1)

11. Rehabilitation

The use of Section 20 of the Planning Act, 1955 as a means of implementing a rehabilitation programme. (Ref. Part VI, Sec. 1)

PROPOSALS FOR THE SUBURBAN MUNICIPALITIES

Upon the premises set out in Part 1 we have formulated and propose to the councils for the suburban municipalities, subject to the advice of their Planning Boards and the Windsor and Suburban Planning Board:-

URBAN RENEWAL PROGRAMME

to adopt the urban renewal programme submitted herewith embodying recommendations for:-

1. PRIORITY STAGES

The carrying out of this programme in two priority stages:-

Stage 1 to cover a 4 year period from 1959-1963

Stage 2 to cover a 6 year period from 1964-1969

2. THE PLAN

- (a) Redevelopment (Part 111 Sec. 3) (Illustration 4)

The clearance of one blighted area of 18 acres in the Town of Tecumseh to be carried out in Stage 1 of the Programme, 1959-1963, at an estimated net cost for acquisition, clearance and resale of \$120,000. The estimated cost to Town being \$30,000.

- (b) Rehabilitation (Part 111 Sec. 3) (Illustration 5)

The rehabilitation of seven declining areas by the improvement of street pattern, school sites, playgrounds and parks, and by the removal of individual blighted structures; to be carried out in the following stages:-

- (c) Conservation

The preservation and protection of sound and stable neighbourhoods by legislative action and private resources.

PART 11

SECTION 3

Municipality	STAGES				Total Acres
	1 Project	1959-1963 Acres	11 Project	1964-1969 Acres	
Twp. of Sandwich West	SB SD	150 15	SC SA	60 95	320
Twp. of Sandwich East	SE SF	55 35			90
Town of Riverside	SG	25			25
TOTAL		280		155	435

The estimated net cost of acquisition and clearance that may be necessary for rehabilitation being:-

Stage	Project	Acquisition & Clearance	Cost Per Year
<hr/>			
<u>Township of Sandwich West</u>		\$	\$
1 1959--63	SB SD	90,000 <u>9,000</u>	
		99,000	24,750
11 1964--69	SC SA	36,000 <u>57,000</u>	
		93,000	15,500
<hr/>			
<u>Township of Sandwich East</u>			
1 1959--63	SE SF	33,000 <u>21,000</u>	
		54,000	13,500
<hr/>			
<u>Town of Riverside</u>			
1 1959--63	SG	15,000	3,750

SECTION 4

IMPLEMENTING THE PROGRAMME

1. PLANNING

- (a) Co-ordination
Co-ordination of all planning within the Metropolitan Area (Part VI Sec. 2)
- (b) Windsor & Suburban Area Planning Board
The Windsor and Suburban Planning Board to engage a staff to assist and advise in the technical matters. (Ref. Part VI Sec. 2)
- (c) Official Plans and Zoning By-laws
The preparation and approval of Official Plans and Zoning By-laws by those municipalities without these means of Planning. (Ref. Part VI Sec. 2)
- (d) Revision of Official Plans and Zoning By-laws
Periodic review of Official Plans and Zoning By-laws for possible revisions due to changing factors. (Ref. Part VI Sec. 2)
- (e) The Planning Act
The use of the provision of Section 20 of the Planning Act, 1955, to re-subdivide undeveloped areas that were sub-divided many years ago and which now do not conform with present standards, especially in regard to street layout. (Ref. Part VI Sec. 2)

2. FEDERAL-PROVINCIAL AID

The submission to the Federal and Provincial Government for assistance in acquisition and clearance of land for redevelopment. (Ref. Part VI Sec. 2)

3. BUILDING CODE

The adoption of a uniform up to date Building Code throughout the Metropolitan Area. (Ref. Part VI Sec. 2)

4. BY-LAW ENFORCEMENT

The strict enforcement of the Zoning By-law and Building Code (Ref. Part VI Sec. 2)

5. CIRCULATION

Study of the traffic circulation of the area in conjunction with the City Traffic Engineering Department. (Ref. Part VI Sec. 2)

6. COMMUNITY FACILITIES

The development of community facilities as protection against neighbourhood deterioration. (Ref. Part VI Sec. 2)

7. COMMUNITY ACTIVITY

The encouragement of community activity in urban renewal by the creation of neighbourhood improvement organization. (Ref. Part VI Sec. 2)

PART 11

SECTION 4

8. PROMOTION OF CITIZEN ACTIVITY IN NEIGHBOURHOOD RENEWAL

The Windsor and Suburban Planning Board to engage a staff for the organization of citizen participation in conservation. (Ref. Part VI Sec. 2)

9. PRIVATE ENTERPRISE

Utilization of the services of Business and Professional groups for developing community resources and encouraging rehabilitation by private enterprise. (Ref. Part VI Sec. 2)

CHAPTER III DESIGNATION OF URBAN RENEWAL AREAS

PART III DESIGNATION OF URBAN RENEWAL AREAS

PART III

SECTION 1

DESIGNATION OF URBAN RENEWAL AREAS

SURVEY

(a) HOUSING QUANTITY (Illustration 7)

The first objective of the study was to measure the extent and degree of blight within the City and suburban areas, and then to investigate in detail those areas selected as most deteriorated or liable to deterioration.

In June and July 1958, a field survey by a team of 6 persons was made of the condition of residential buildings within the Metropolitan area. Individual buildings were appraised and recorded within the City, but outside the City, due to the lack of maps showing individual structures, it was only possible to note the varying housing quality by blocks.

The survey was limited to external conditions only and structures were graded in the following quality ratings:-

Rating

Very good)	
Good)	Free from blight
Fair		Vulnerable to blight
Poor		Partly blighted
Very poor		Blighted

Details of the rating scale adopted and the survey methods used are given in Appendix 5.

This method of appraisal has been used in the renewal studies of other Cities and whilst the classifications and definitions used may vary from City to City, this type of survey does establish a comparative grading of structural conditions throughout an urban area.

For the purpose of relating the study to neighbourhood conditions, the City was divided into neighbourhoods based on the tracts adopted for Census enumeration. The boundaries of these tracts are generally major roads and railways and the resultant boundaries constitute planning areas for which much data, such as population statistics, is available.

25,185 residential structures within the City were examined and graded as follows:-

Rating	Residential Structures Examined	
	No.	%
Very good	2,782	11.0
Good	18,126	72.0
Fair	3,339	13.3
Poor	753	3.0
Very Poor	185	0.7
Total	25,185	100.0

SECTION 1

For study purposes the findings of the survey were plotted on an individual structure basis on a map of 400' to 1" scale. However, for clarity in publication it was decided to:-

1. group the five quality rating into three grades:- Good (combining Very Good and Good), Fair, and Poor (Poor and Very Poor combined); and
2. indicate the proportion of these three grades per block, together with the proportion of non residential uses.

The survey revealed three main areas of poor housing quality:-

1. East of the Central Area of the City in an area roughly bounded by Riverside Drive East, Marentette Avenue, Erie Street and McDougall Avenue. This area contained the largest proportion of poor and very poor quality structures.
2. In the east, in the vicinity of Drouillard Road, north and south of the Canadian National Railway.
3. In the west, in the vicinity of Sandwich Street between Mill and Chippawa Streets.

These areas conform closely to the older parts of the City i.e. the original municipalities of Windsor, Sandwich and East Windsor.

There were some instances of poor housing and potential blight outside these areas and reference is made to these in later pages.

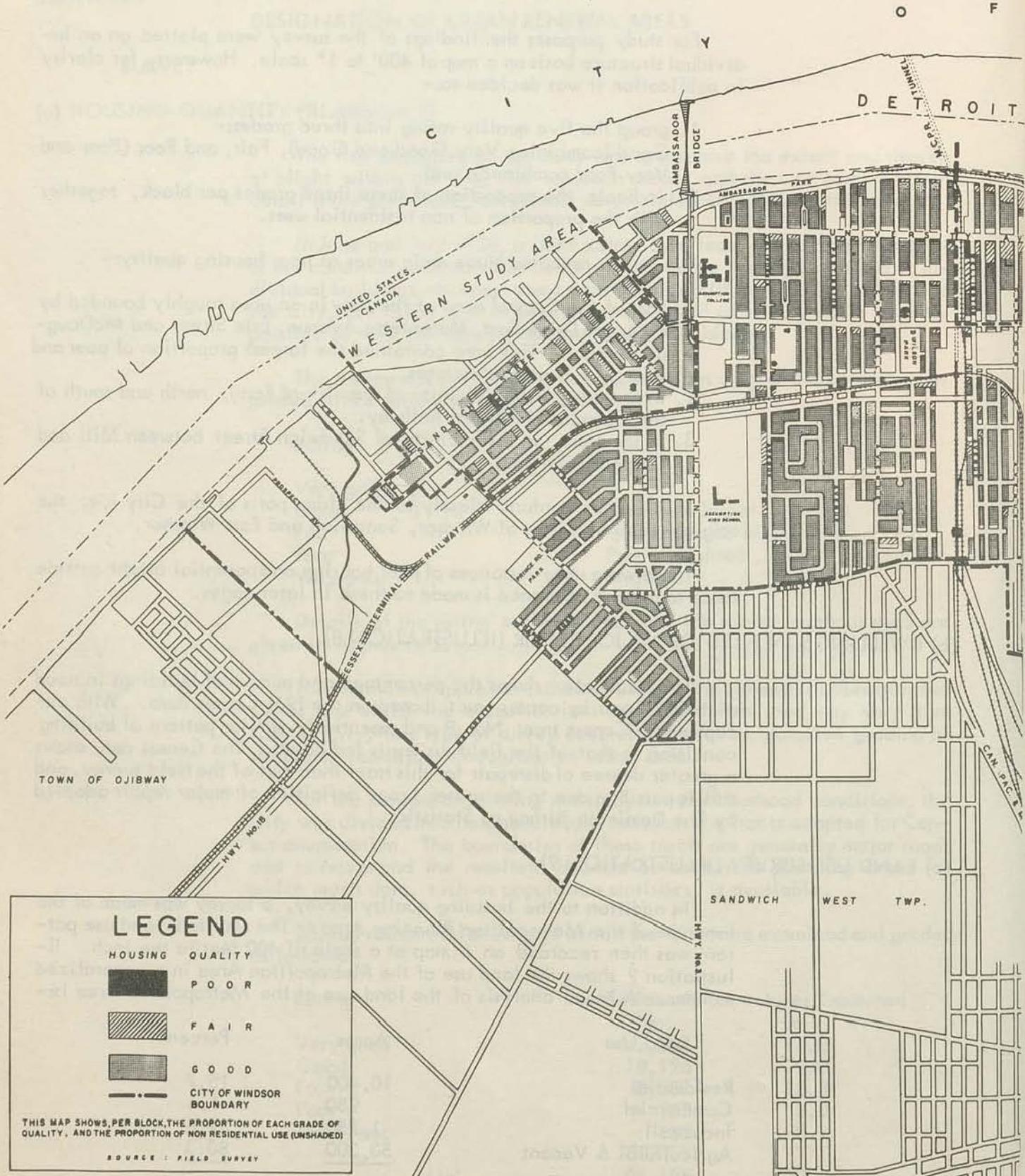
(b) DWELLINGS IN NEED OF MAJOR REPAIR (ILLUSTRATION 8)

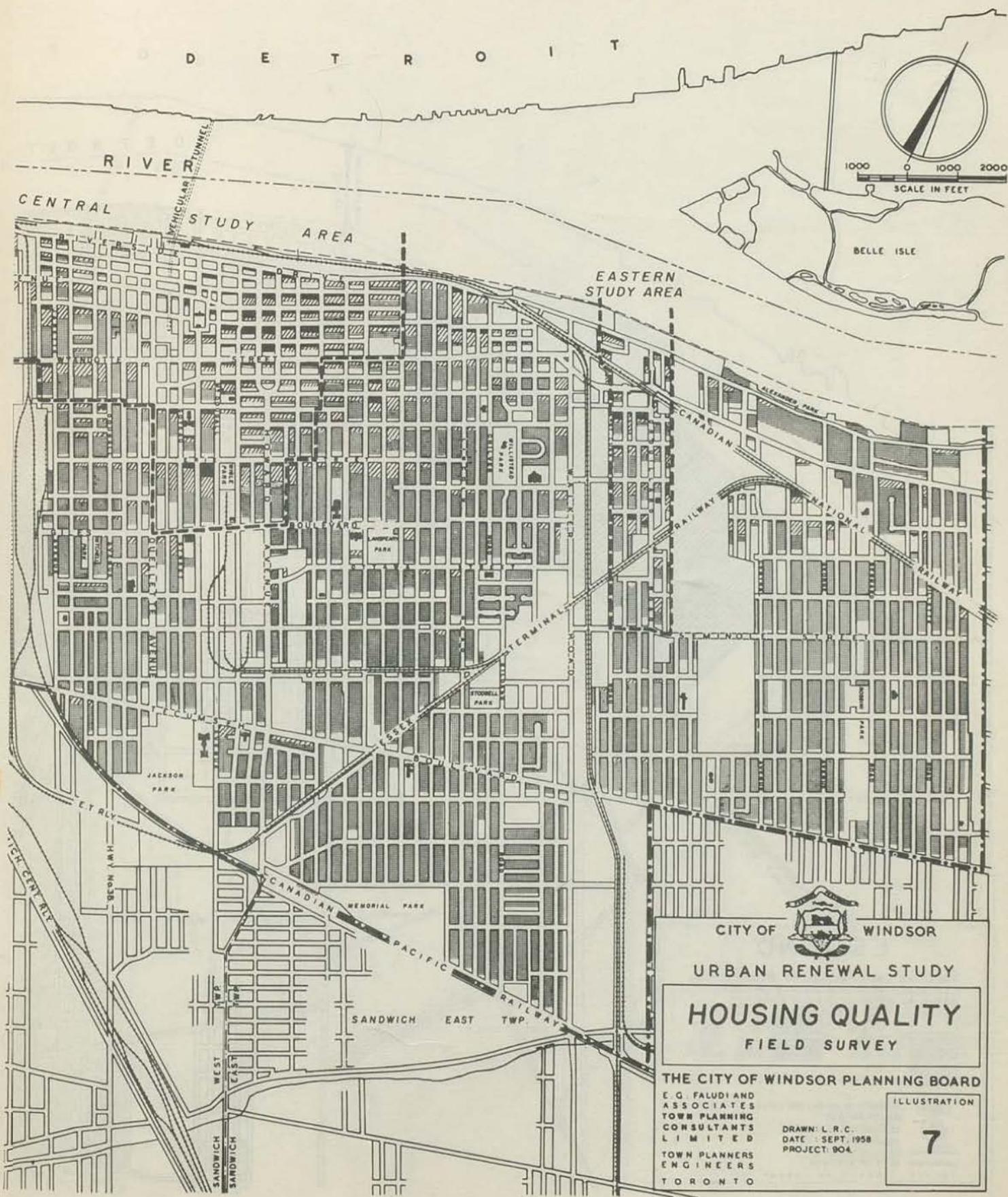
This illustration shows the percentage and number of buildings in need of major repair by census tract, based on the 1951 Census data. With exception of Census tract No. 8 and essentially similar pattern of building condition to that of the field survey is indicated. The Census data shows a greater degree of disrepair for this tract than that of the field survey, and this is possibly due to the rather broad definition of major repair adopted by The Dominion Bureau of Statistics.

(c) LAND USE SURVEY (ILLUSTRATION 9)

In addition to the building quality survey, a survey was made of the land use of the Metropolitan Planning Area. The resultant land use pattern was then recorded on a map at a scale of 400 feet to the inch. Illustration 9 shows the land use of the Metropolitan Area in a generalized manner. A broad analysis of the land use of the Metropolitan Area is:-

Land Use	Acres	Percent
Residential	10,400	15.7
Commercial	950	1.4
Industrial	1,750	2.6
Agricultural & Vacant	<u>53,300</u>	<u>80.3</u>
Total	66,400	100.0







P E T R O I U T

RIVER

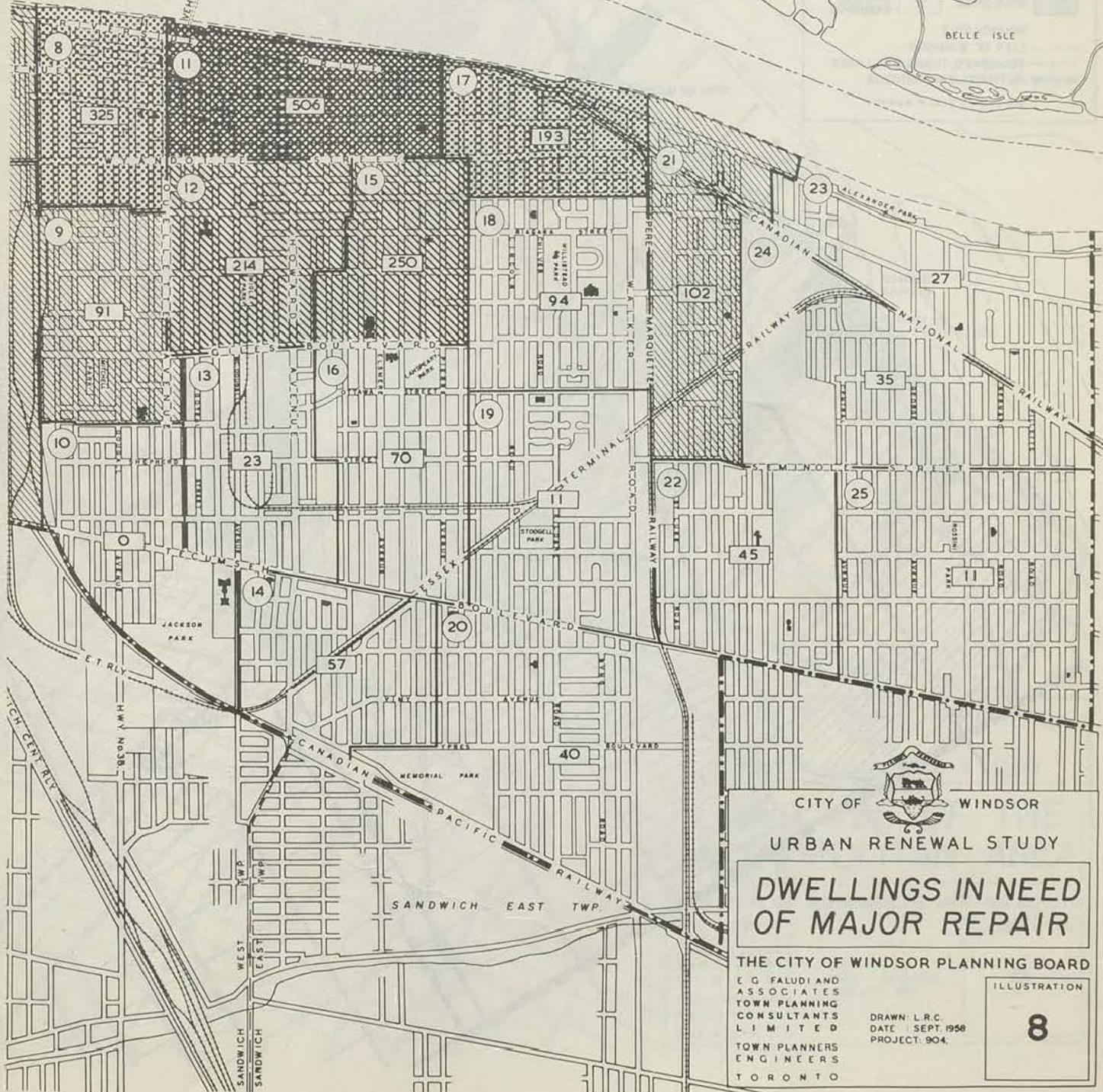
R

E R TUNNEL
VEHICULAR



A scale bar with markings at 1000, 1000, and 2000 feet, labeled "SCALE IN FEET".

20



URBAN RENEWAL STUDY
DWELLINGS IN NEED
OF MAJOR REPAIR

THE CITY OF WINDSOR PLANNING BOARD

C. G. FALUDI AND
 ASSOCIATES
 TOWN PLANNING
 CONSULTANTS
 L I M I T E D
 TOWN PLANNERS
 ENGINEERS
 TORONTO

DRAWN: L.R.C.
DATE: SEPT. 1958
PROJECT: 904

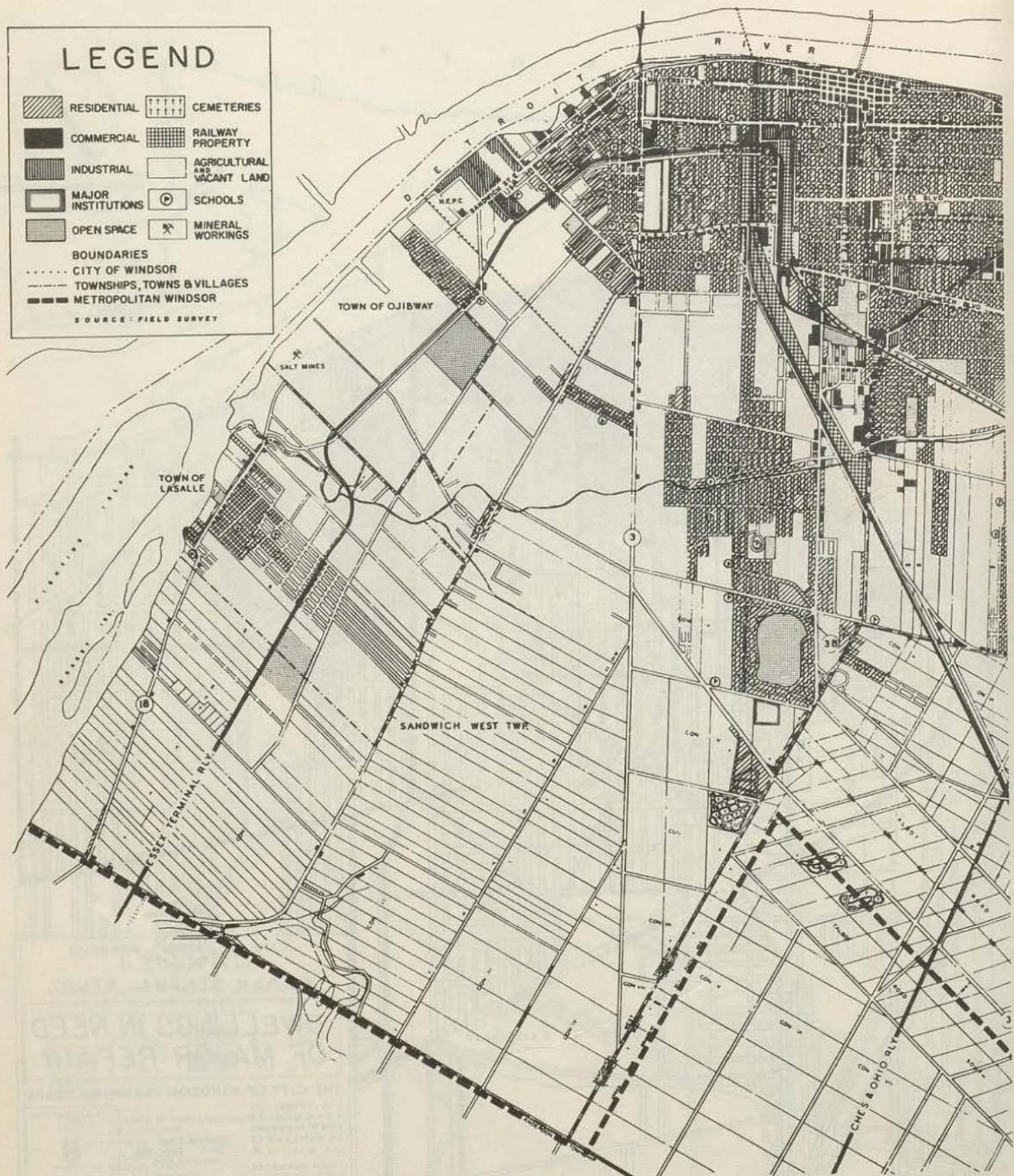
ILLUSTRATION

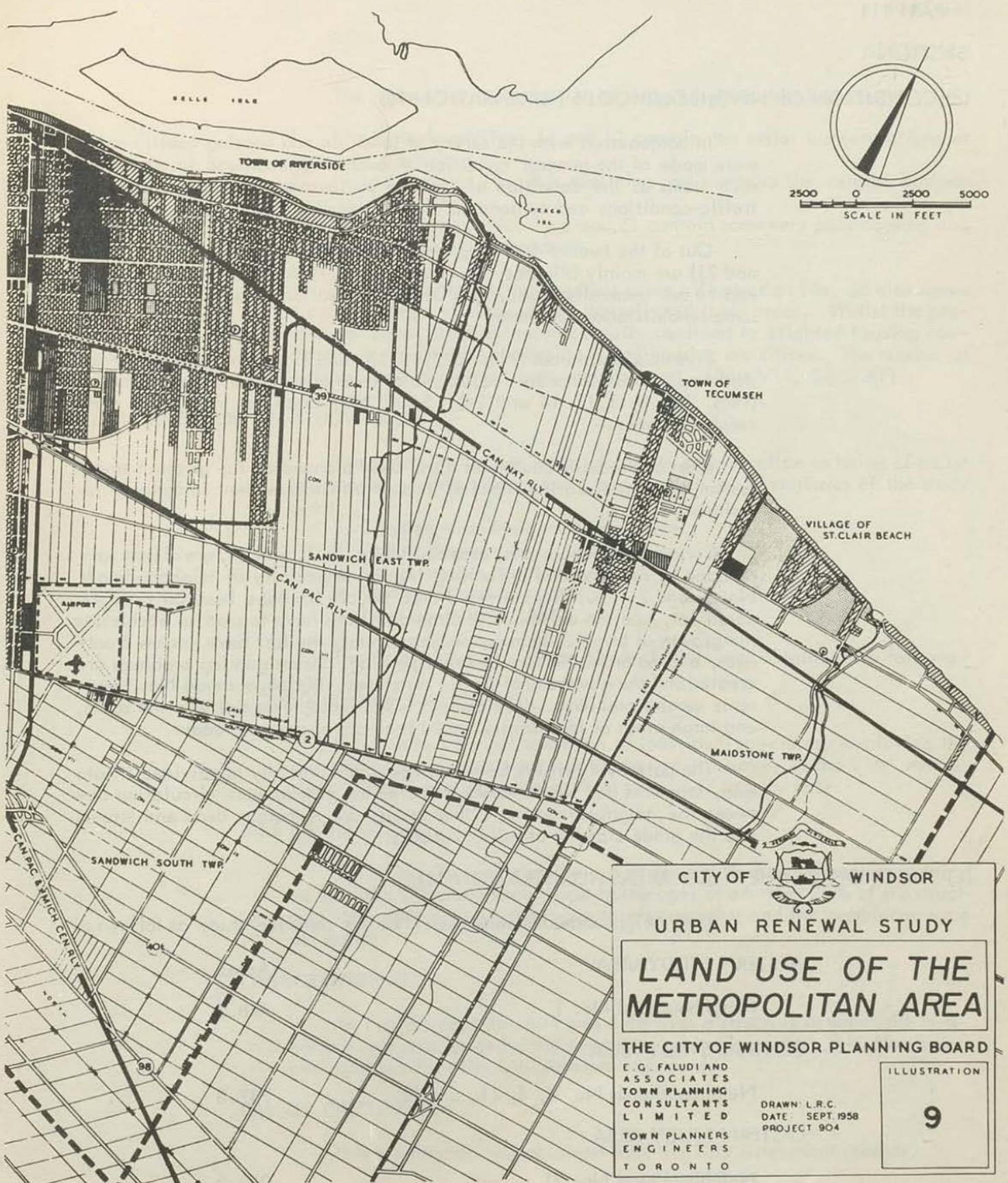
8

LEGEND

The legend consists of two columns of symbols and labels. The first column contains symbols for Residential (diagonal lines), Commercial (solid black), Industrial (horizontal lines), Major Institutions (rectangle with cross), Open Space (grid), and Boundaries (dashed line). The second column contains labels: CEMETERIES, RAILWAY PROPERTY, AGRICULTURAL AND VACANT LAND, SCHOOLS, MINERAL WORKINGS, CITY OF WINDSOR, TOWNSHIPS, TOWNS & VILLAGES, and METROPOLITAN WINDSOR. Below the legend is a source note: SOURCE: FIELD SURVEY.

SOURCE: FIELD SURVEY





PART III

SECTION 1

(d) CONDITION OF NEIGHBOURHOODS (ILLUSTRATION 10)

In conjunction with the survey of land use and housing quality notes were made of the general condition of each neighbourhood in respect of such items as the condition of lots and boulevards, parking provisions, traffic conditions and evidence of home improvements being carried out.

Out of the twenty-five neighbourhoods of the City three (Nos. 11, 12 and 21) are mainly blighted; six (Nos. 1, 6, 7, 15 & 17) are semi-blighted, and 16 are generally sound, requiring conservation measures and having some rehabilitation problems.

Five neighbourhoods (Nos. 6, 7, 15, 17, and 21) have no park facilities, whilst additional parks are required in at least seven other neighbourhoods (Nos. 1, 2, 8, 11, 12, 14 and 24). Small play areas are needed in most neighbourhoods.

Most of the neighbourhoods have been planned on the gridiron street system, and deteriorating effect of through traffic is evident in many of the residential areas.

Certain neighbourhoods, especially Nos. 6, 7, and 21, are almost surrounded by railways and industries. Again, especially in neighbourhoods No. 7 and 21, buildings erected on a double frontage basis on a single depth lot, and the existence of land dwellings have tended to accelerate the growth of blight. In many neighbourhoods the lots have narrow frontages, and no provision for off-street parking. Street parking problems are created and the movement of traffic restricted. Neighbourhood No. 1 presents special problems, development is scattered, especially to the south, and large areas of industrially zoned land are at present vacant.

The pattern of railway tracks cutting across the City has divided it into many segments and has seriously affected the east to west circulation between the neighbourhoods. Other results are numerous dead end streets and the grade crossing of railway tracks.

(e) SELECTION OF THE STUDY AREAS (ILLUSTRATION 11)

Five neighbourhoods were selected for detailed study as follows :-

WESTERN STUDY AREA	Acres
Neighbourhood No. 1	448.3
CENTRAL STUDY AREA	
Neighbourhoods No. 6, 8, 11, and 12	747.3
EASTERN STUDY AREA	
Neighbourhood No. 21	219.2

SECTION 1

The reasons for the selection of these neighbourhoods were:-

1. Neighbourhoods No. 11 and 12 contain the major concentrations of very poor housing.
2. Neighbourhood No. 8 is declining and contains the central business area.
3. Neighbourhoods No. 1, 6 and 21 contain some very poor housing and are declining neighbourhoods.

The distribution of tuberculosis cases, illustration No. 68 also shows a concentration of cases within the selected study areas. Whilst the presence of tuberculosis is not necessarily confined to blighted housing conditions, it is often an indication of bad housing conditions. The number of welfare cases is highest in the central area. (Part V11, Sec. 3(F))

(f) ANALYSIS OF THE STUDY AREAS

The following factors were taken into consideration as being of major importance in determining the urban renewal characteristics of the study areas.

1. Condition of Residential Structures
2. Age of Residential Structures
3. Overcrowded structures
4. Owner Occupancy
5. Non Conforming Uses

The information regarding these factors was obtained as follows:-

CONDITION OF STRUCTURE

This was based on an appraisal of individual structures, employing the same rating methods as were used in the general survey of the City, that is, there were five ratings ranging from very good to very poor.

AGE OF STRUCTURE

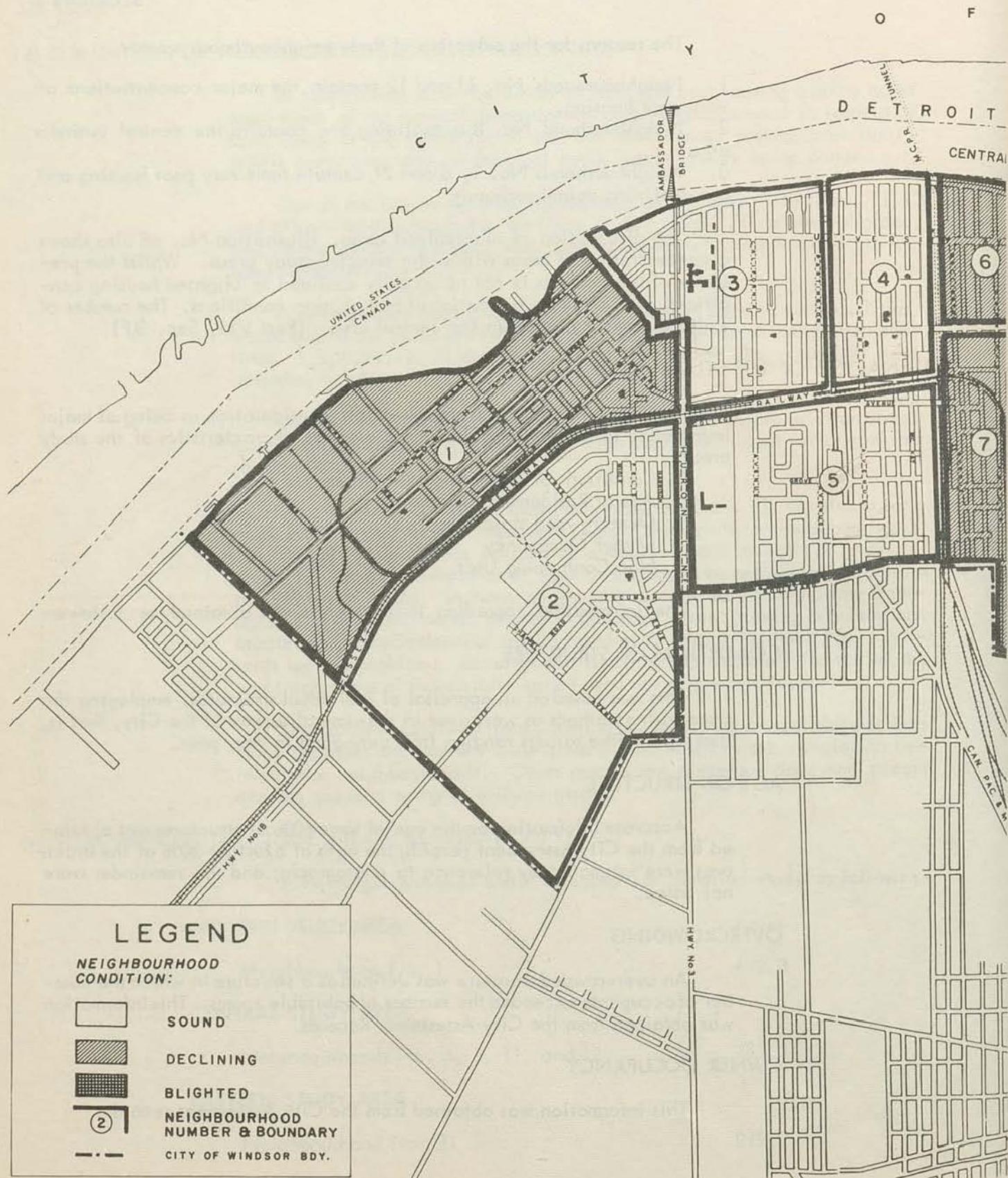
Accurate information on the age of some 60% of structures was obtained from the City Assessment records; the ages of a further 20% of the structures were estimated by reference to photographs; and the remainder were not dated.

OVERCROWDING

An overcrowded structure was defined as a structure in which the number of occupants exceeded the number of habitable rooms. This information was obtained from the City Assessment Records.

OWNER OCCUPANCY

This information was obtained from the City Assessment records.

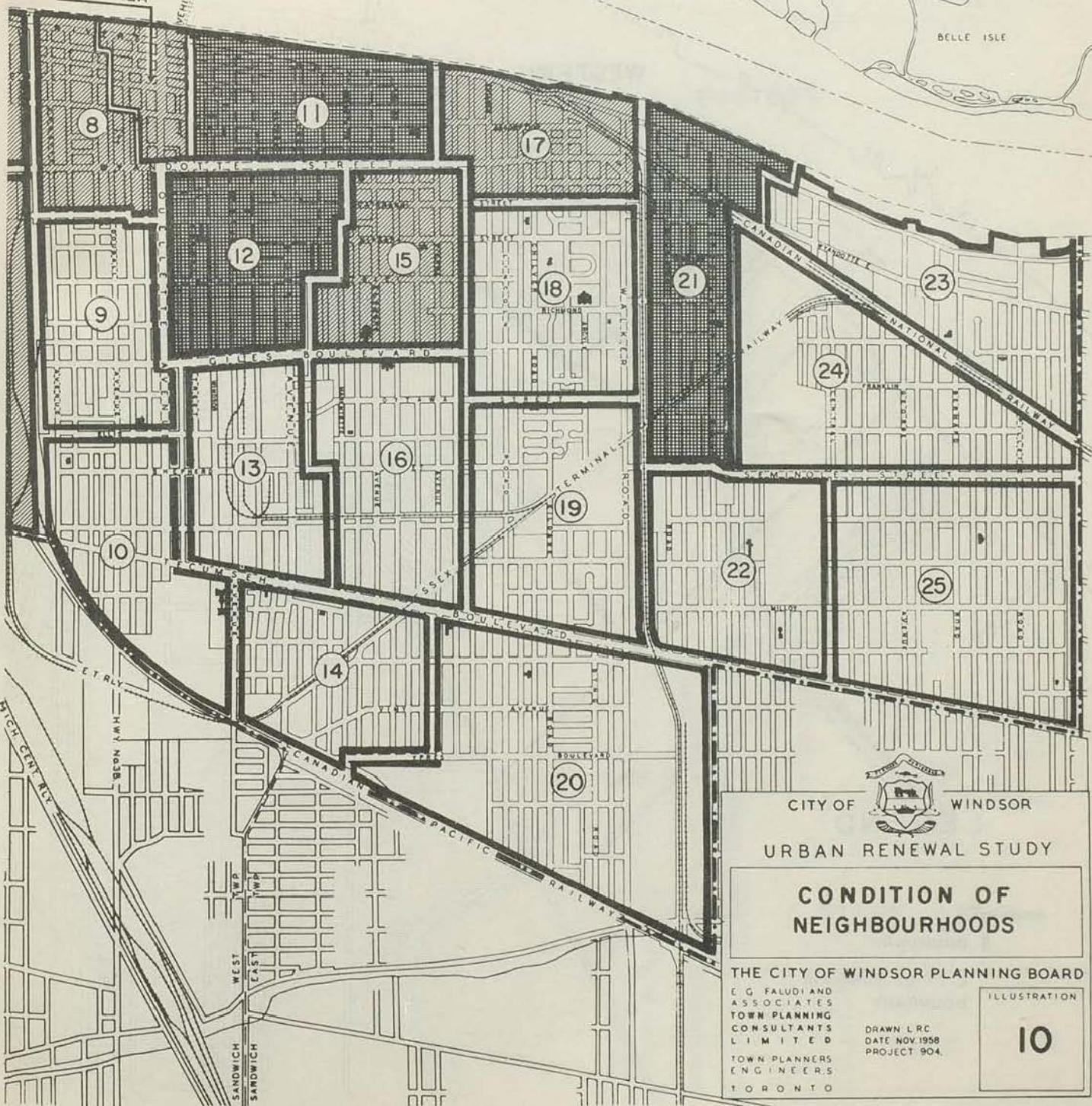


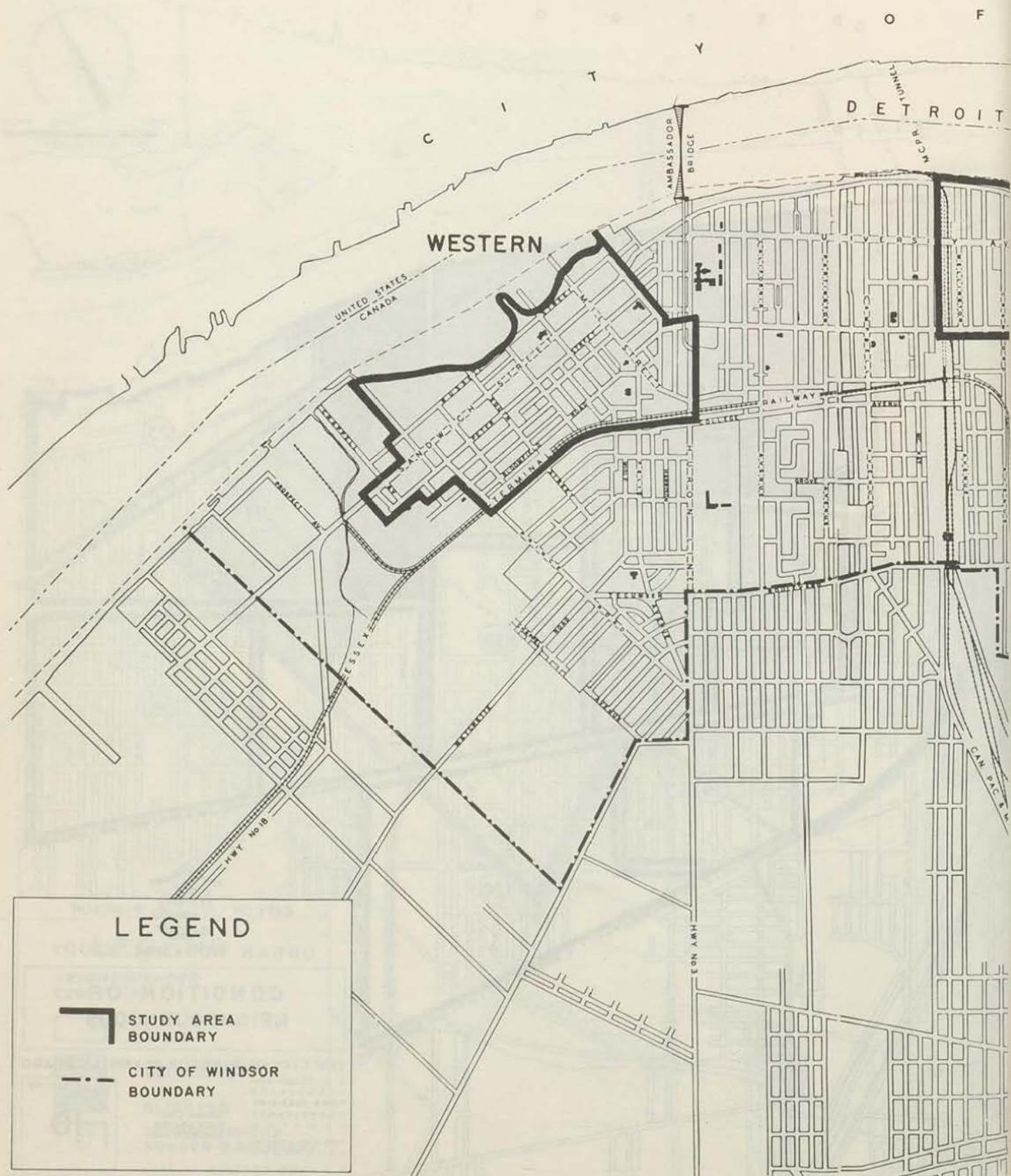
D E T R O I T

RIVER

VEHICULAR
TUNNEL

BUSINESS AREA





D E T R O I T

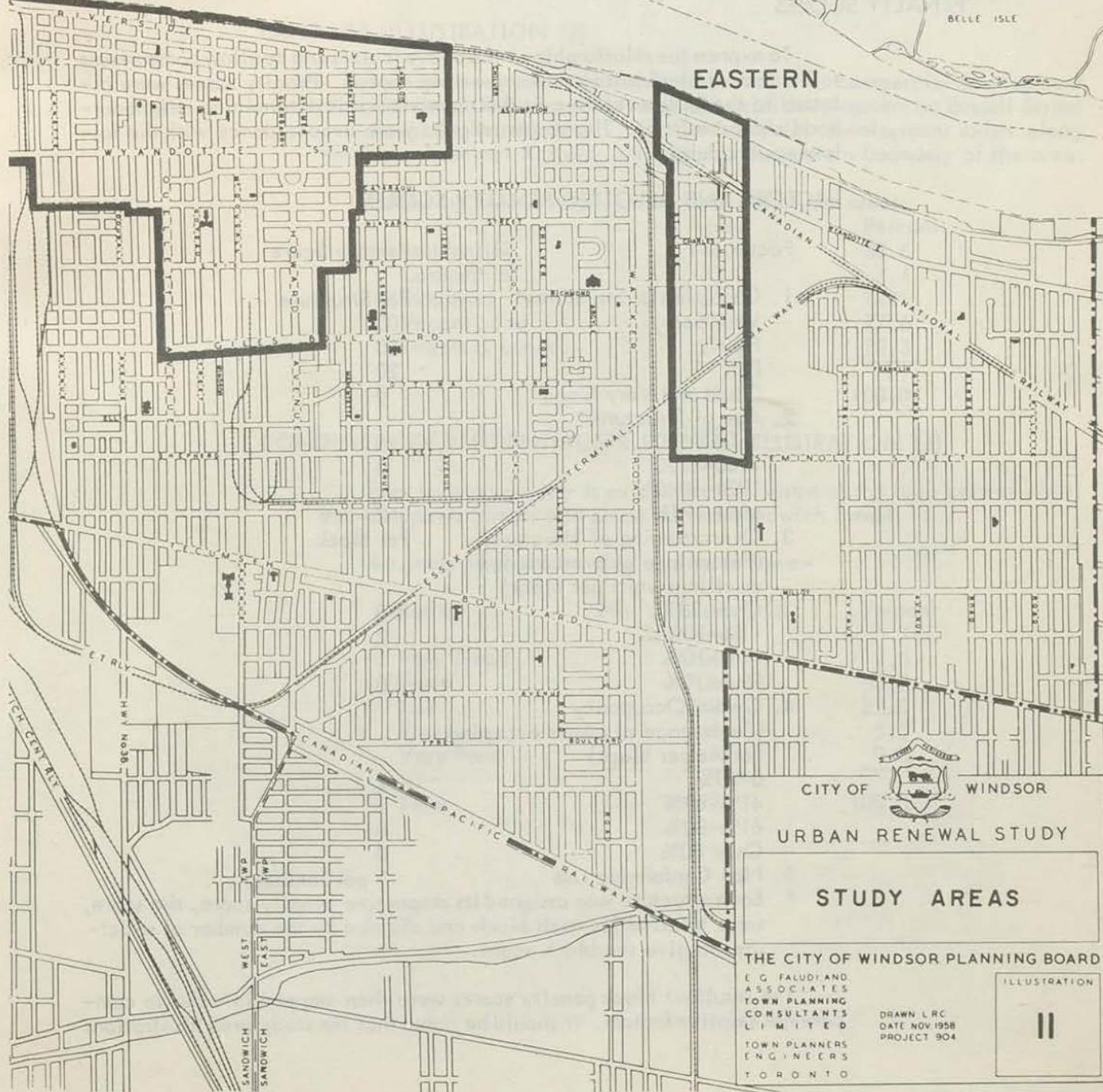
RIVER
TUNNEL

CENTRAL

EASTERN

1000 0 1000 2000
SCALE IN FEET

BELLE ISLE



CITY OF WINDSOR
URBAN RENEWAL STUDY

STUDY AREAS

THE CITY OF WINDSOR PLANNING BOARD

E G FALUDI AND
ASSOCIATES
TOWN PLANNING
CONSULTANTS
LIMITED
TOWN PLANNERS
ENGINEERS
TORONTO

DRAWN LRC
DATE NOV 1958
PROJECT 904

ILLUSTRATION

II

PART III

SECTION 1

NON CONFORMING USES

These uses were considered to be those which were incompatible with residential uses and were detrimental to a healthy neighbourhood. The land use survey was used to determine the incidence of this factor within each block.

PENALTY SCORES

To express the relationship of the above factors and to allow comparisons to be made a block rating technique was adopted. Penalty scores were allotted to the factors relative to their importance in determining neighbourhood characteristics. The scores assigned were in accordance with the following schedule:-

FACTORS AND ALLOTTED PENALTY SCORES

Factor	Penalty Score
1. Condition of Structures*	Per Structure
Very poor	100
Poor	80
Fair	20
Good and Very Good	0
2. Age of Structures*	
Before 1900	5
1900-1920	3
1921-1940	1
after 1941	0
3. Overcrowding of Structures (Percentage of overcrowded dwellings units per block)	Per Block
Over 20%	3
11%-20%	2
1%-10%	1
Under 1%	0
4. Owner Occupancy (Percentage of owner occupied houses per block)	
0-40%	2
41%-60%	1
61%-80%	0
Over 80%	0
5. Non Conforming Use	1 per incident

* Each structure was assigned its respective penalty score, the score, were totalled for each block and divided by the number of structures to give the block score.

The resultant block penalty scores were then mapped in order to compare the relative factors. It should be noted that the study area illustrations

SECTION 1

have been simplified for the sake of clarity, for example minor non residential uses are not indicated. Maps were also prepared showing the land use and net population density for each block of the study areas.

WESTERN STUDY AREA:

West of the Huron Line, nearly two miles from the Central Business Area.

LAND USE (ILLUSTRATION 12)

This is a predominantly residential area, with commercial development along Sandwich Street and scattered industrial development on Russell Street and along the Detroit River. Further industrial development exists along the Essex Terminal Railway which forms the eastern boundary of the area.

Following is an analysis of the land use of the area:-

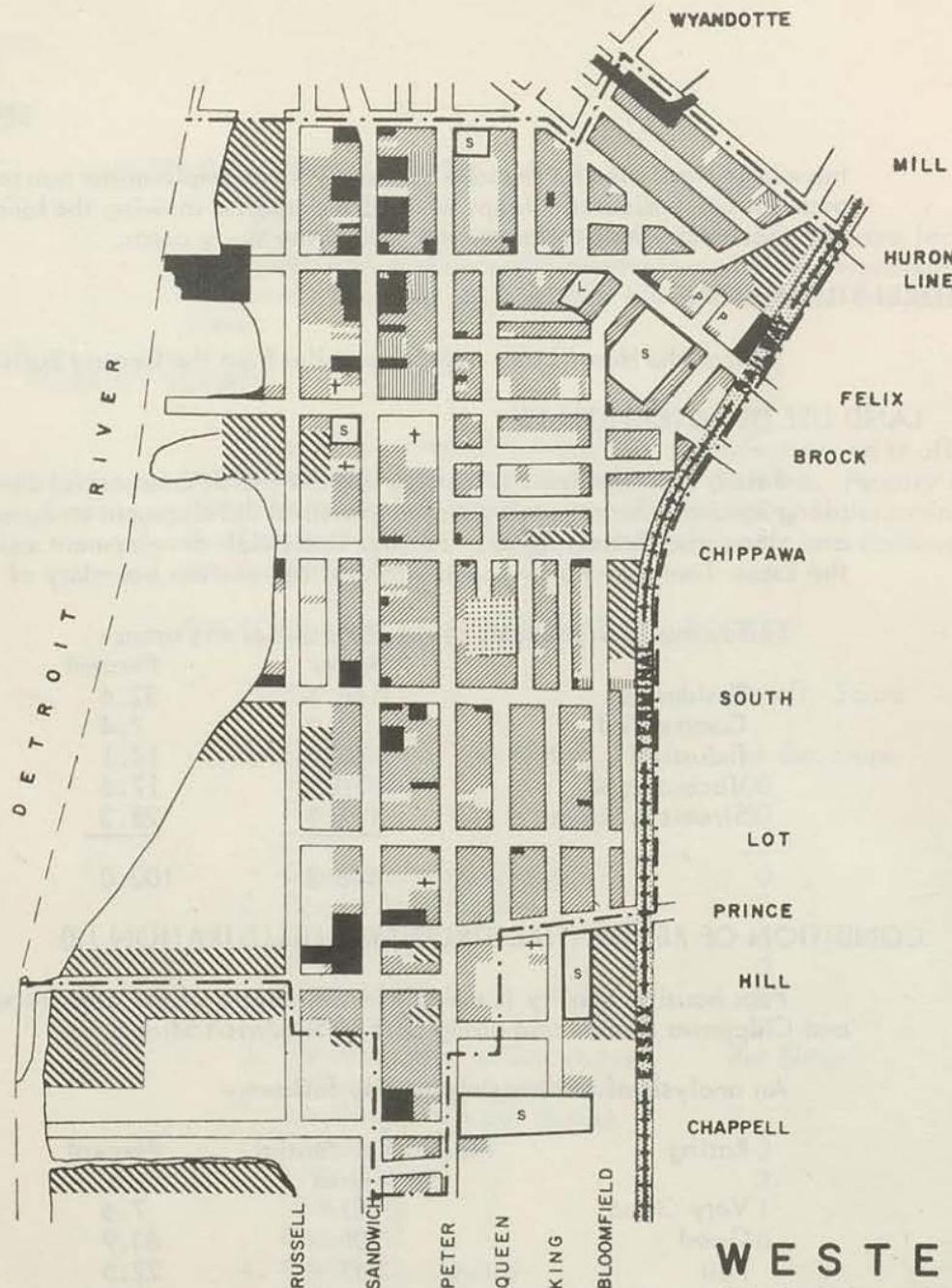
	Acres	Percent
Residential	146.1	32.6
Commercial	33.0	7.4
Industrial	63.0	14.1
Vacant Land	78.9	17.6
Streets & Lanes	<u>127.3</u>	<u>28.3</u>
	448.3	100.0

CONDITION OF RESIDENTIAL STRUCTURES (ILLUSTRATION 13)

Poor housing quality is evident in the centre of the area between Mill and Chippawa Streets and along part of Sandwich Street.

An analysis of the housing quality follows:-

Rating	No. of Residential Structures	Percent
Very Good	81	7.5
Good	701	63.9
Fair	247	22.5
Poor	61	5.5
Very Poor	<u>7</u>	<u>0.6</u>
Total	1,097	100.0



WESTERN STUDY AREA

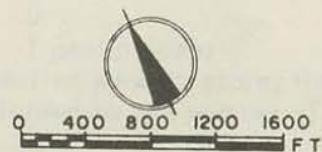
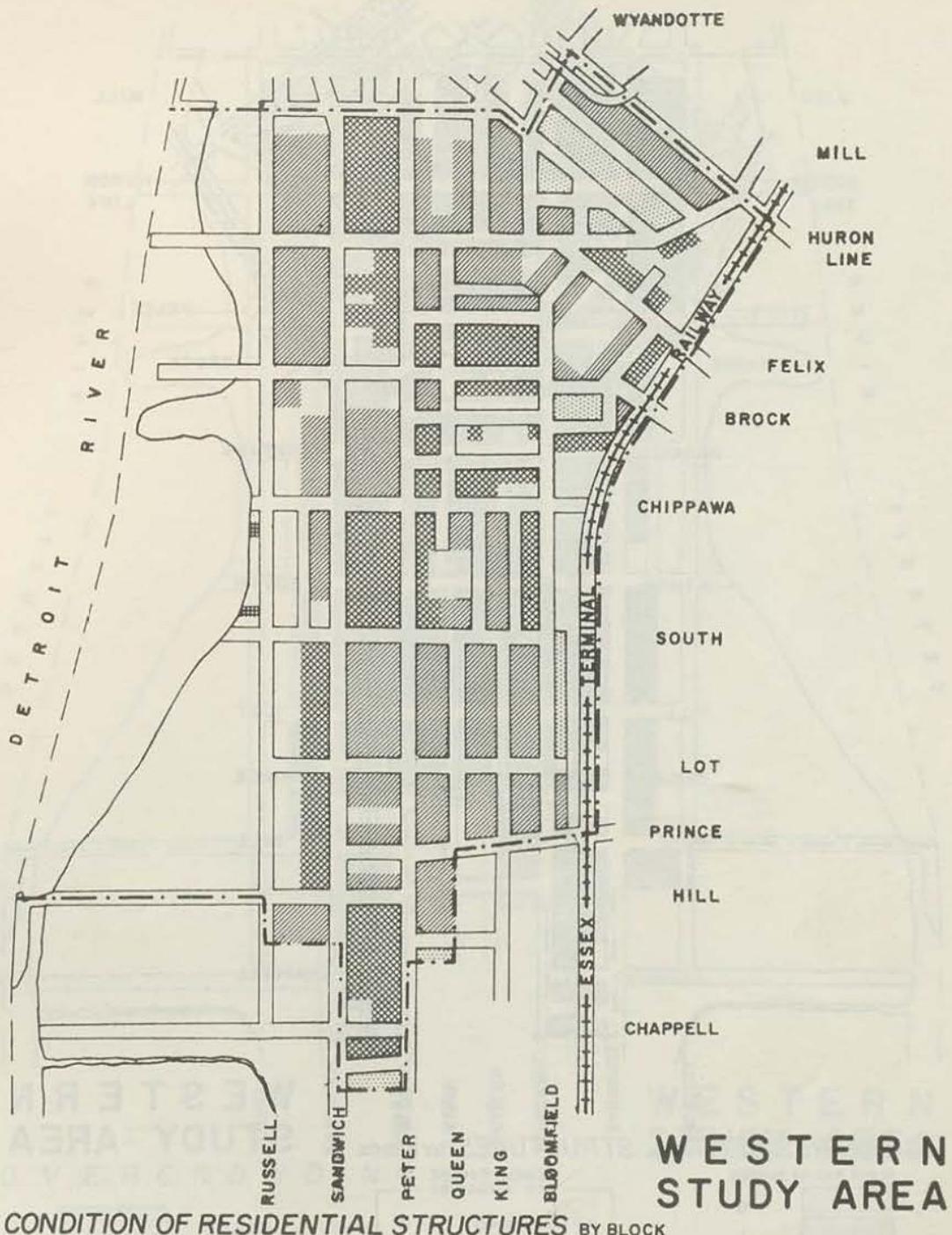


ILLUSTRATION 12
E.G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD

SOURCE : FIELD SURVEY

CITY OF WINDSOR URBAN RENEWAL STUDY



CONDITION OF RESIDENTIAL STRUCTURES BY BLOCK

BLOCK RATING SCORES

	0
---	I - 10
---	II - 50
---	51 - 80
---	OVER 80

PENALTY SCORE PER STRUCTURE

VERY GOOD	0
GOOD	0
FAIR	20
POOR	80
VERY POOR	100

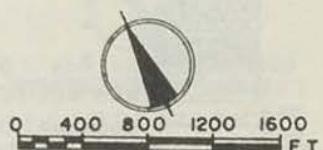
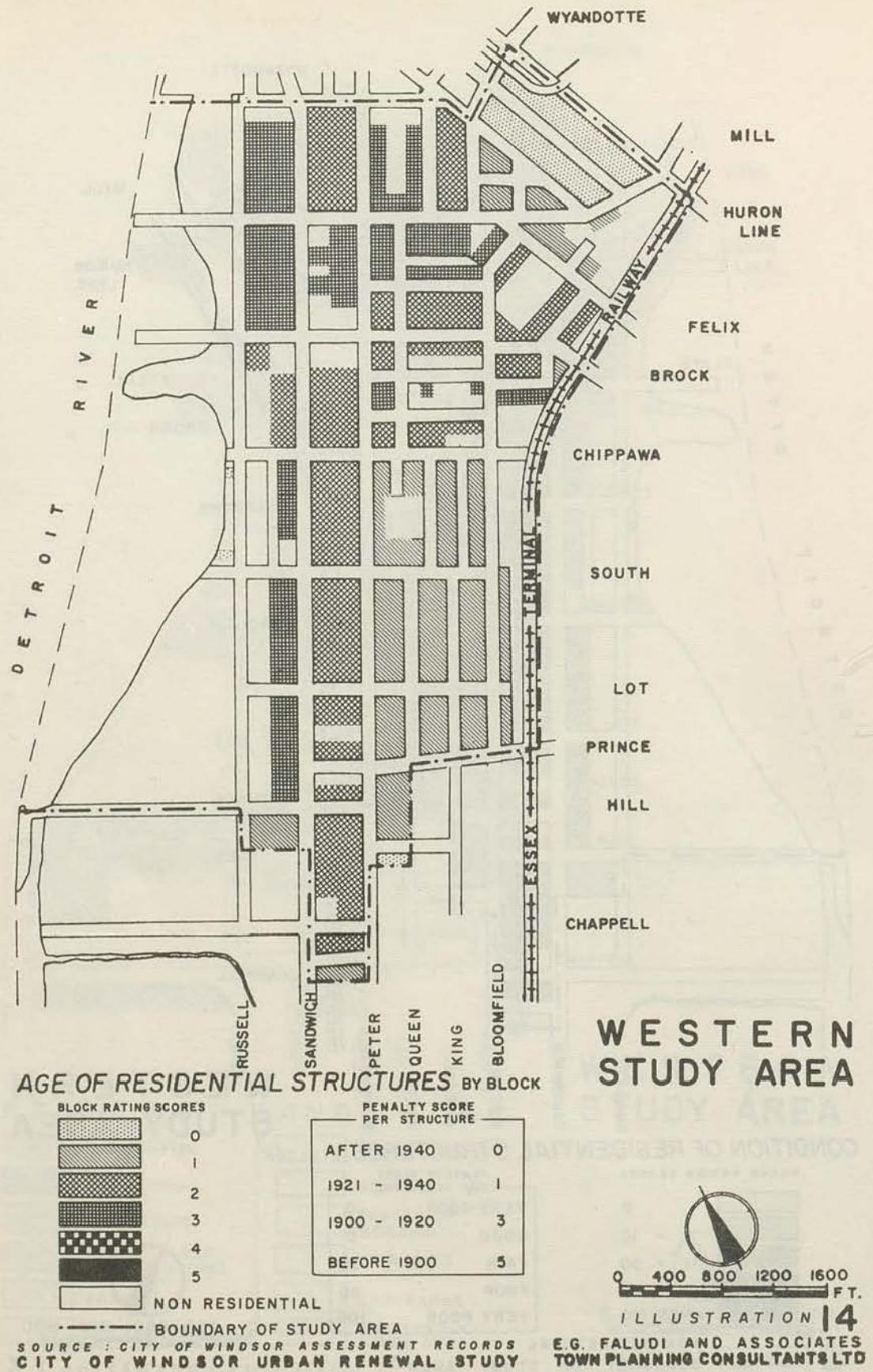


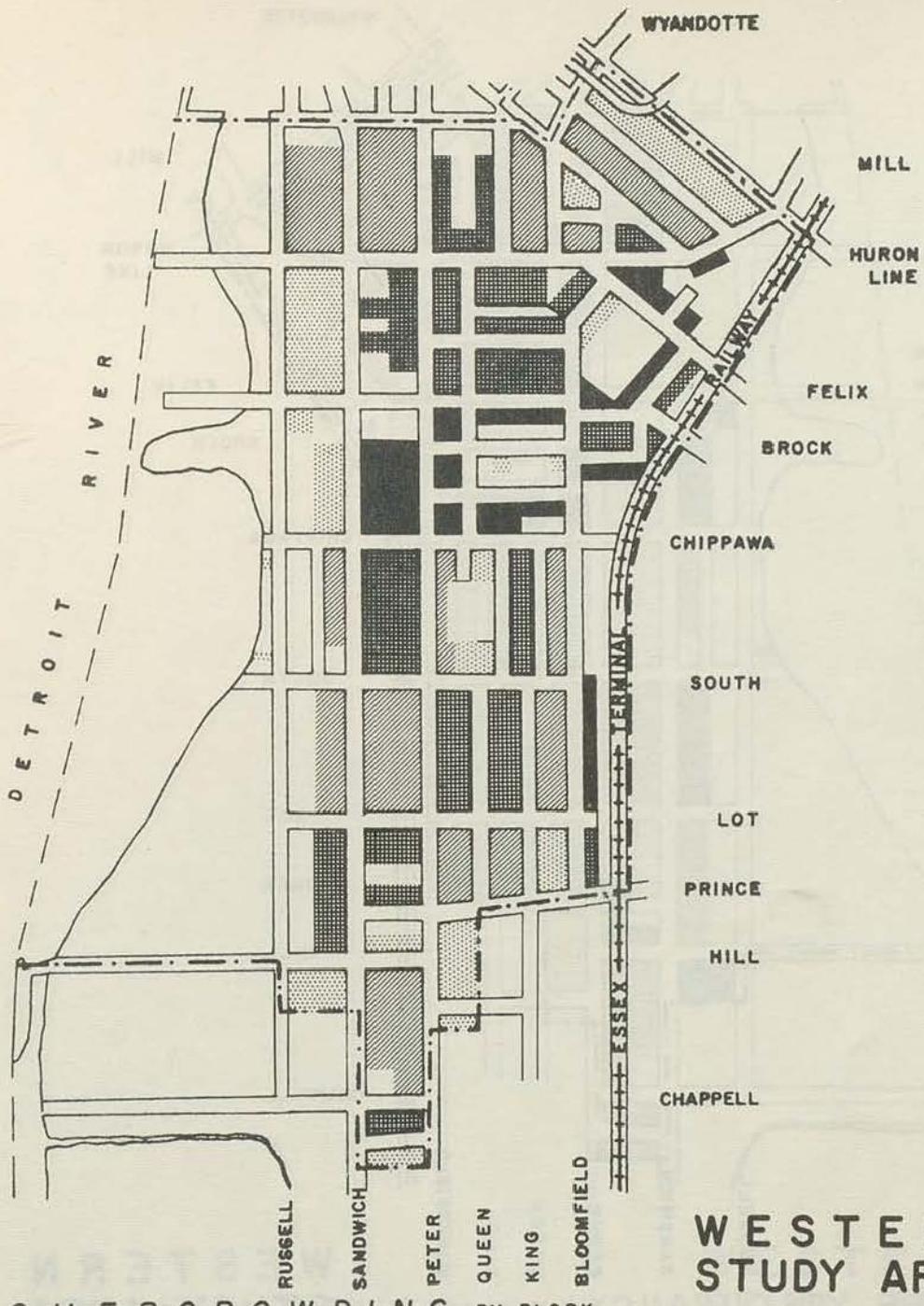
ILLUSTRATION 13

SOURCE : FIELD SURVEY
CITY OF WINDSOR URBAN RENEWAL STUDY

E.G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD



The oldest buildings are along Sandwich Street and in the northern half of the area in the vicinity of Mill and Brock Streets.



UNDER 1%
1% - 10%
11% - 20%
OVER 20%
NON RESIDENTIAL

— — — BOUNDARY OF STUDY AREA

SOURCE : CITY OF WINDSOR ASSESSMENT RECORDS
CITY OF WINDSOR URBAN RENEWAL STUDY

WESTERN STUDY AREA

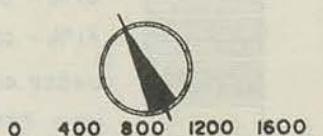
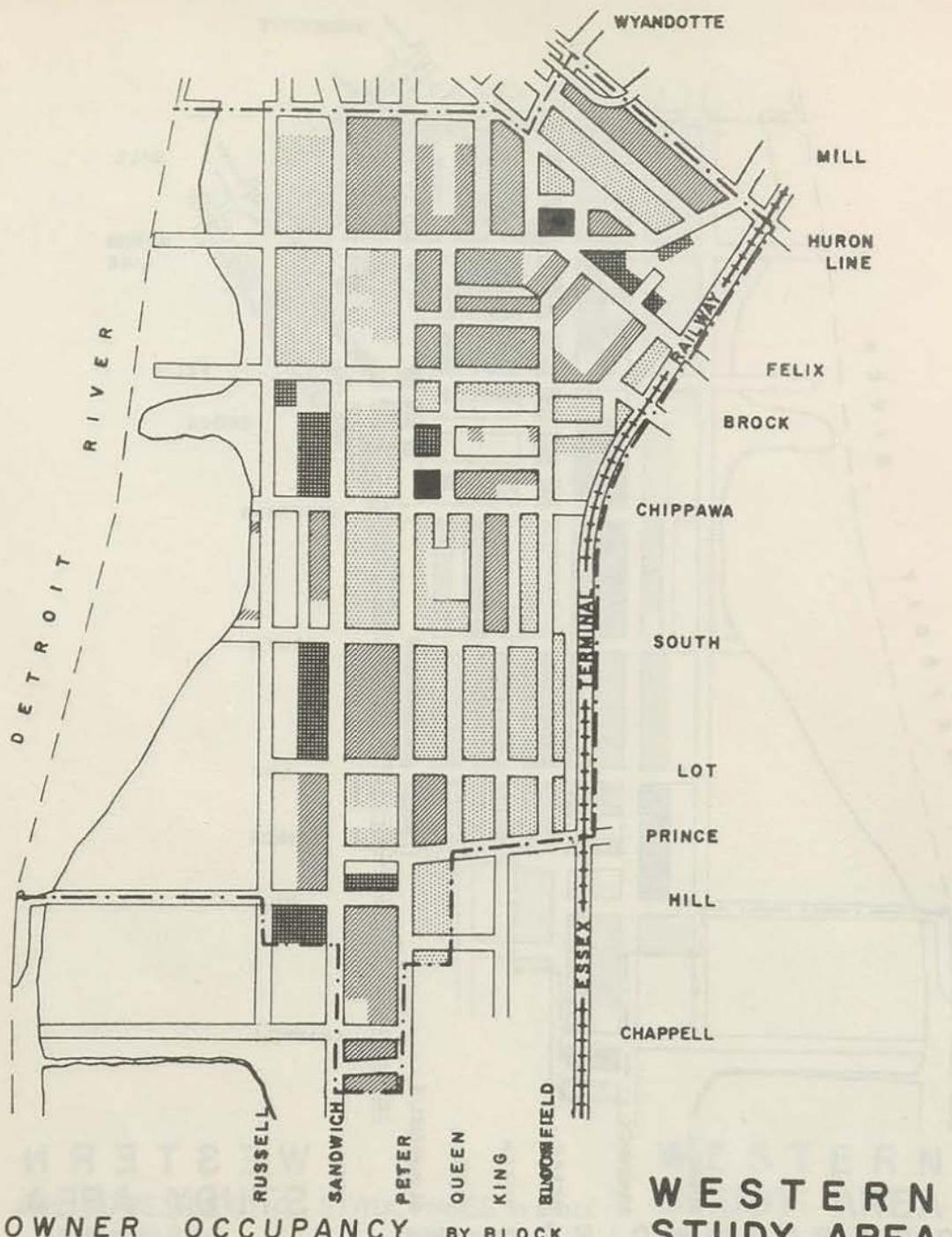


ILLUSTRATION 15
E.G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD

Overcrowding is most evident in the centre of the area in the vicinity of Sandwich, Brock and Chippawa Streets.



WESTERN STUDY AREA

OWNER OCCUPANCY BY BLOCK

OVER 80%
61% - 80%
41% - 60%
UNDER 40%
NON RESIDENTIAL

— — — BOUNDARY OF STUDY AREA
 SOURCE : CITY OF WINDSOR ASSESSMENT RECORDS
 CITY OF WINDSOR URBAN RENEWAL STUDY

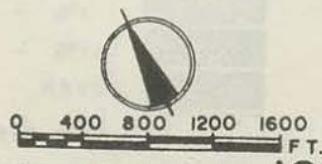
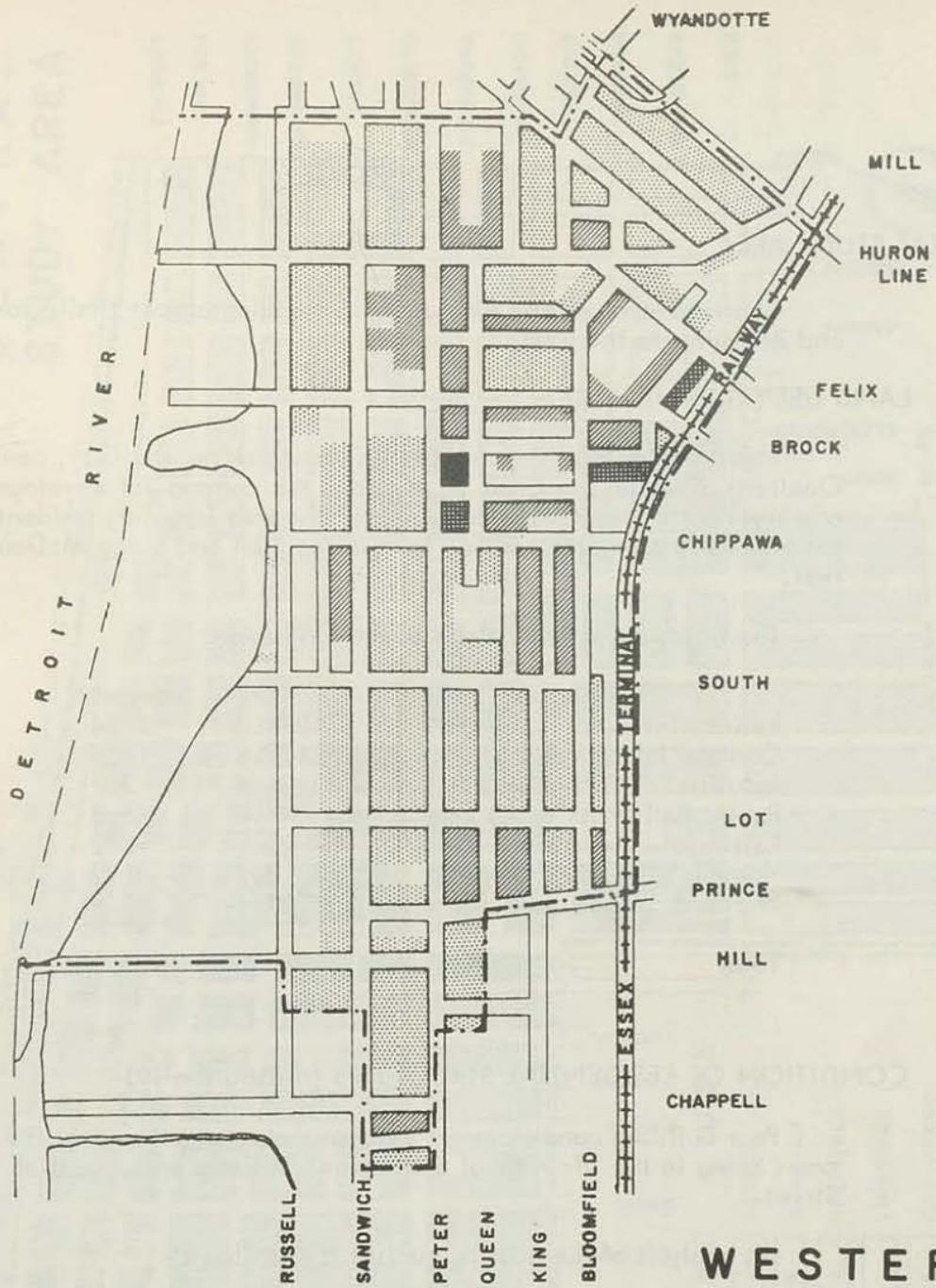


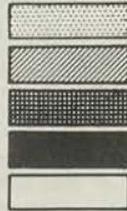
ILLUSTRATION 16
 E.G. FALUDI AND ASSOCIATES
 TOWN PLANNING CONSULTANTS LTD

The blocks with the lowest percentage of owner occupancy are in the central and northern portions and along part of Sandwich Street.



POPULATION DENSITY BY BLOCK

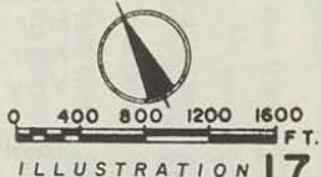
PERSONS PER NET ACRE



— — — BOUNDARY OF STUDY AREA

SOURCE : CITY OF WINDSOR ASSESSMENT RECORDS
CITY OF WINDSOR URBAN RENEWAL STUDY

WESTERN STUDY AREA



0 400 800 1200 1600 FT.

ILLUSTRATION 17

E.G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD

Population density is generally low, with the highest densities being in the north east section of the area.

PART III

SECTION 1

CENTRAL STUDY AREA

Centered on Ouellette Avenue and extending almost 1 mile to the east and 3/4 miles to the west.

LAND USE (Illustration 18)

This area contains the central business district of the City, centered on Ouellette Avenue, the Civic Square, and the commercial development along Wyandotte Street. The remainder of the area is mainly residential with some industry along the railway spurs in the west and along McDougall Street.

The following is an analysis of the land use:-

	Acres	Percent
Residential	294.3	39.4
Commercial	122.8	16.5
Industrial	21.9	2.9
Public Buildings	44.4	5.9
Railways	23.9	3.2
Vacant	8.9	1.2
Streets & Lanes	<u>231.1</u>	<u>30.9</u>
Total	747.3	100.0

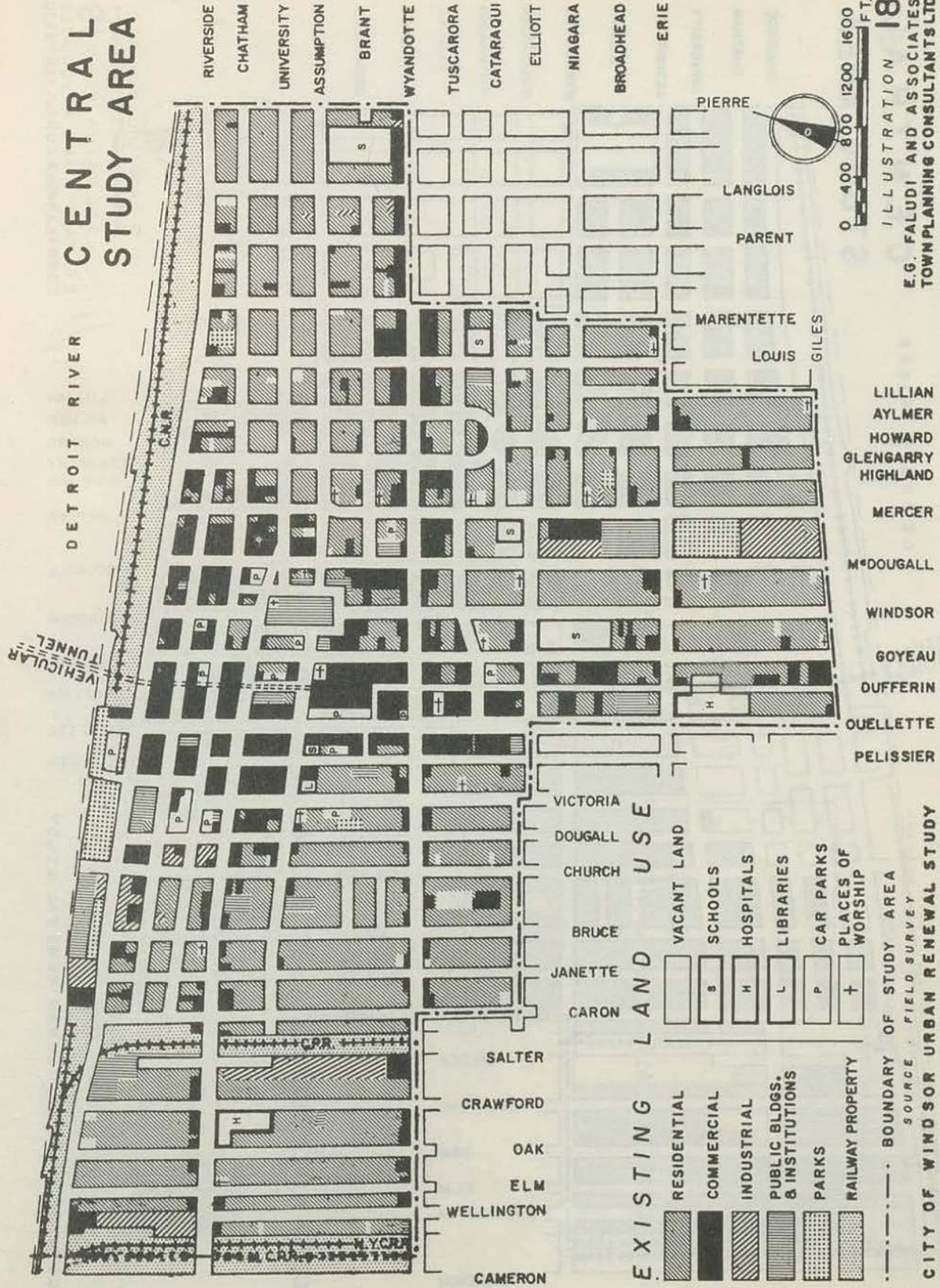
CONDITION OF RESIDENTIAL STRUCTURES (Illustration 19)

Poor building conditions are evident throughout the area, the extreme cases being in the vicinity of the central business area, east of Goyeau Street.

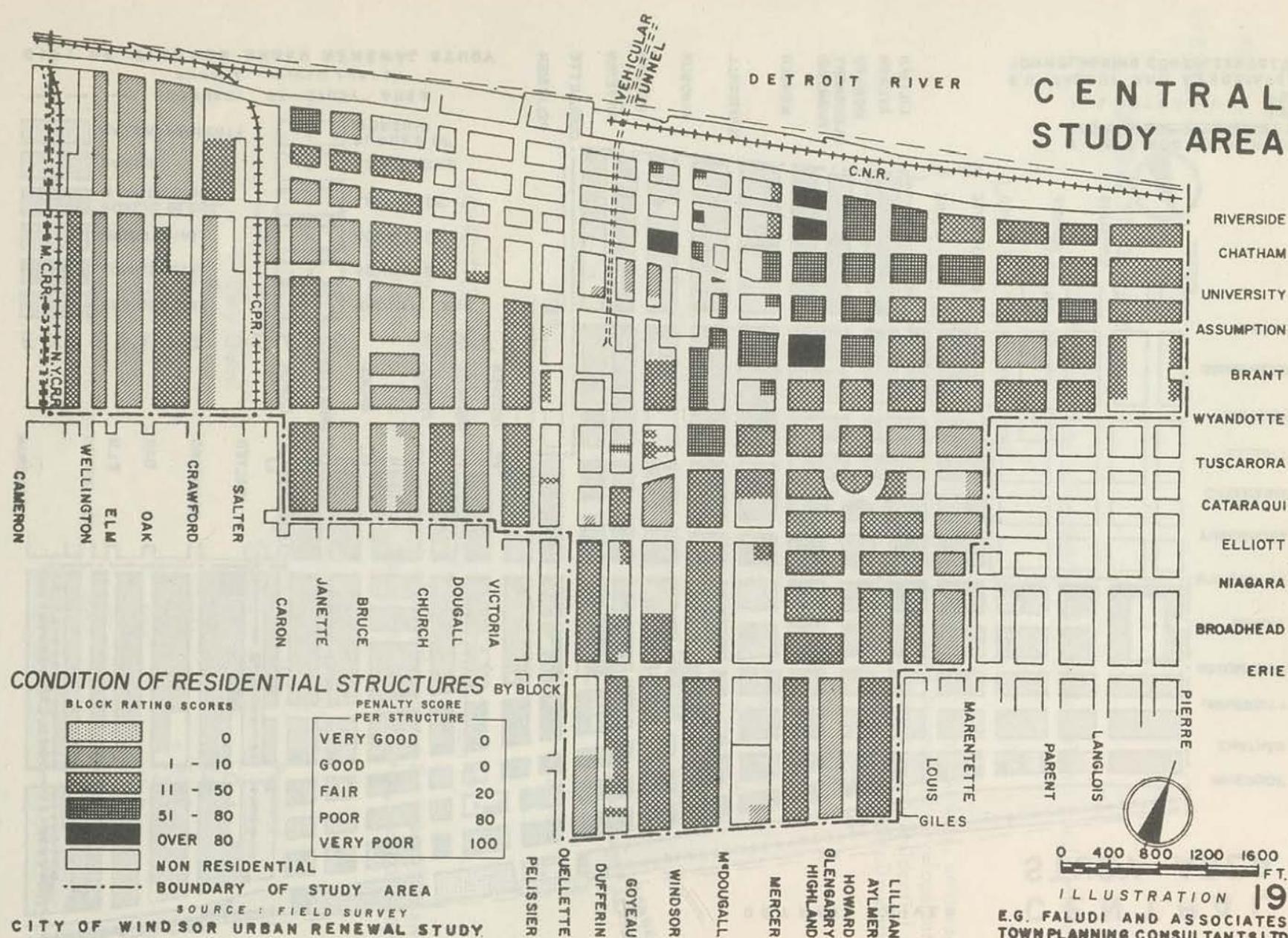
An analysis of the housing quality is as follows:-

Rating	No. of Residential Structures	Percent
Very Good	12	0.4
Good	1297	44.7
Fair	1069	36.9
Poor	397	13.7
Very Poor	<u>124</u>	<u>4.3</u>
Total	2899	100.0

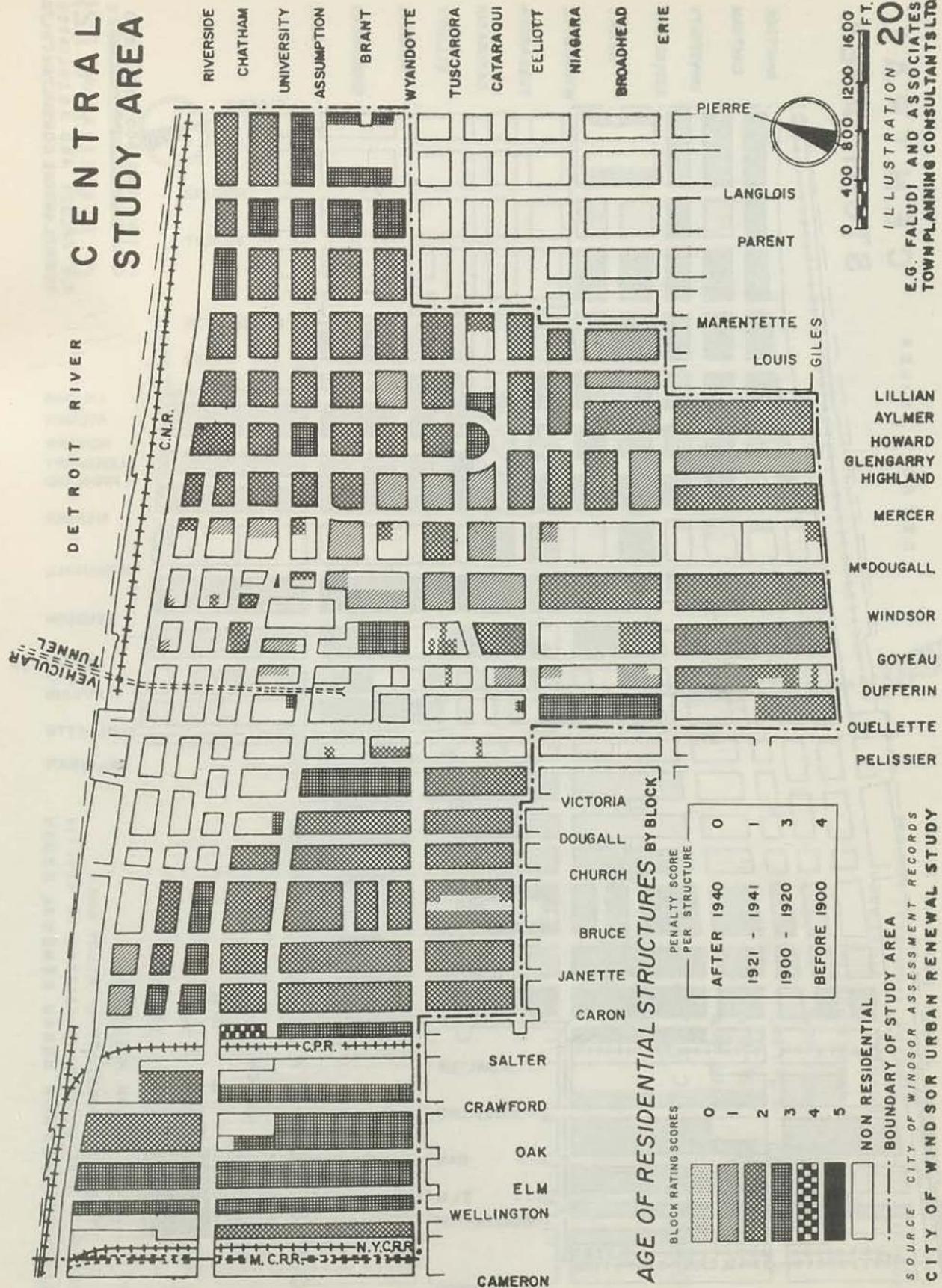
CENTRAL STUDY AREA



CENTRAL STUDY AREA

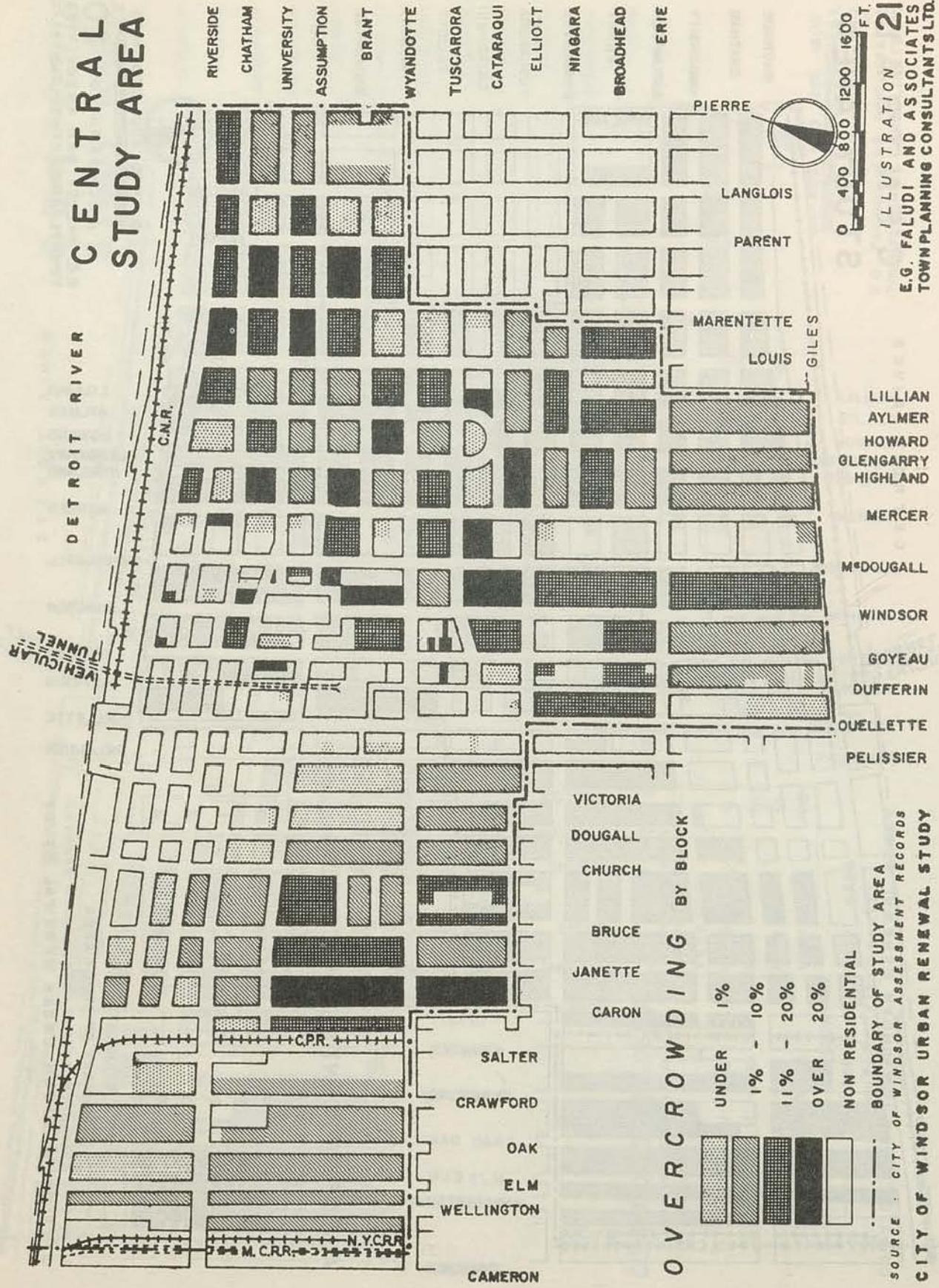


CENTRAL STUDY AREA

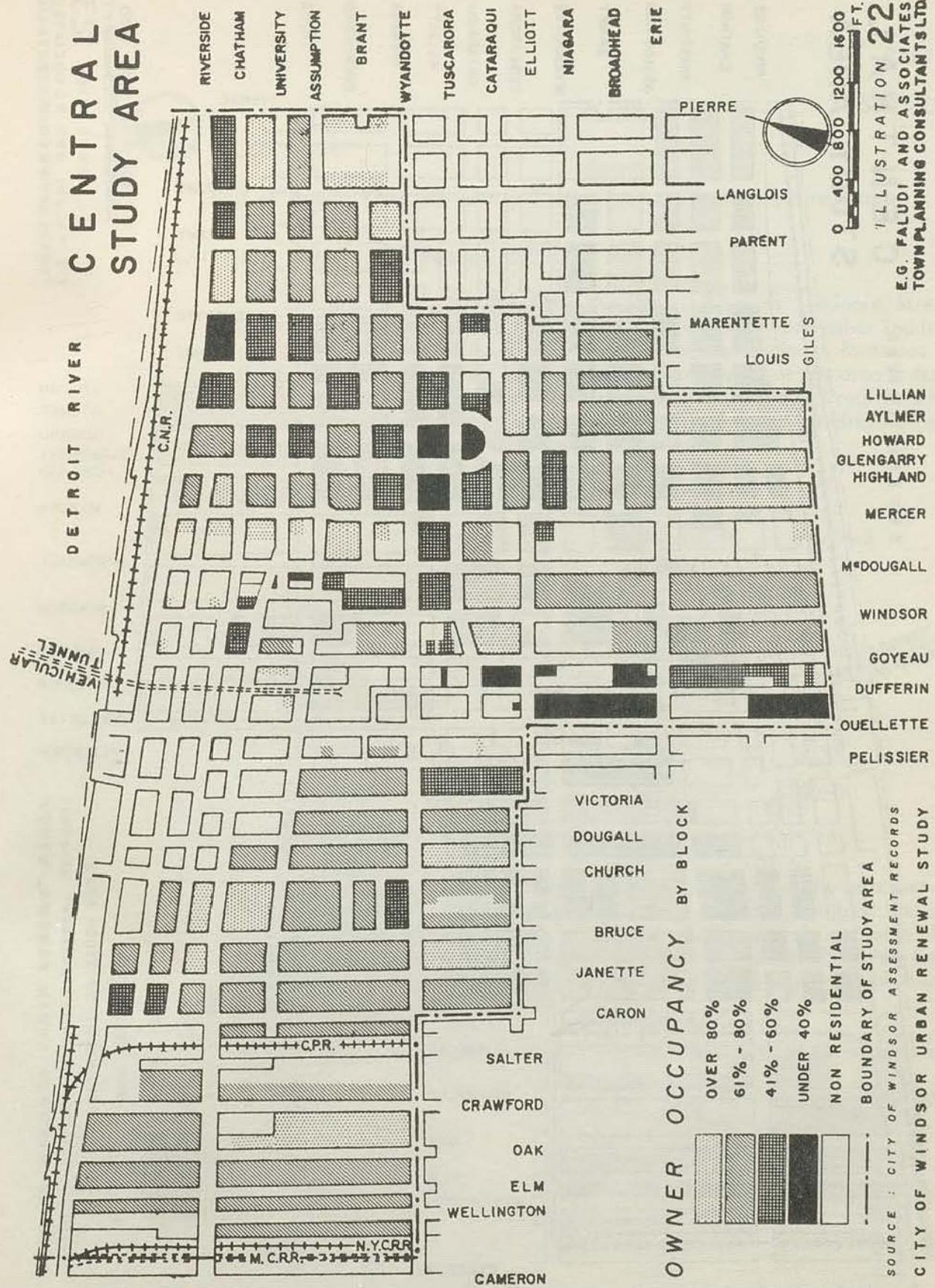


The buildings are generally old, specially in the central and western parts.

CENTRAL STUDY AREA

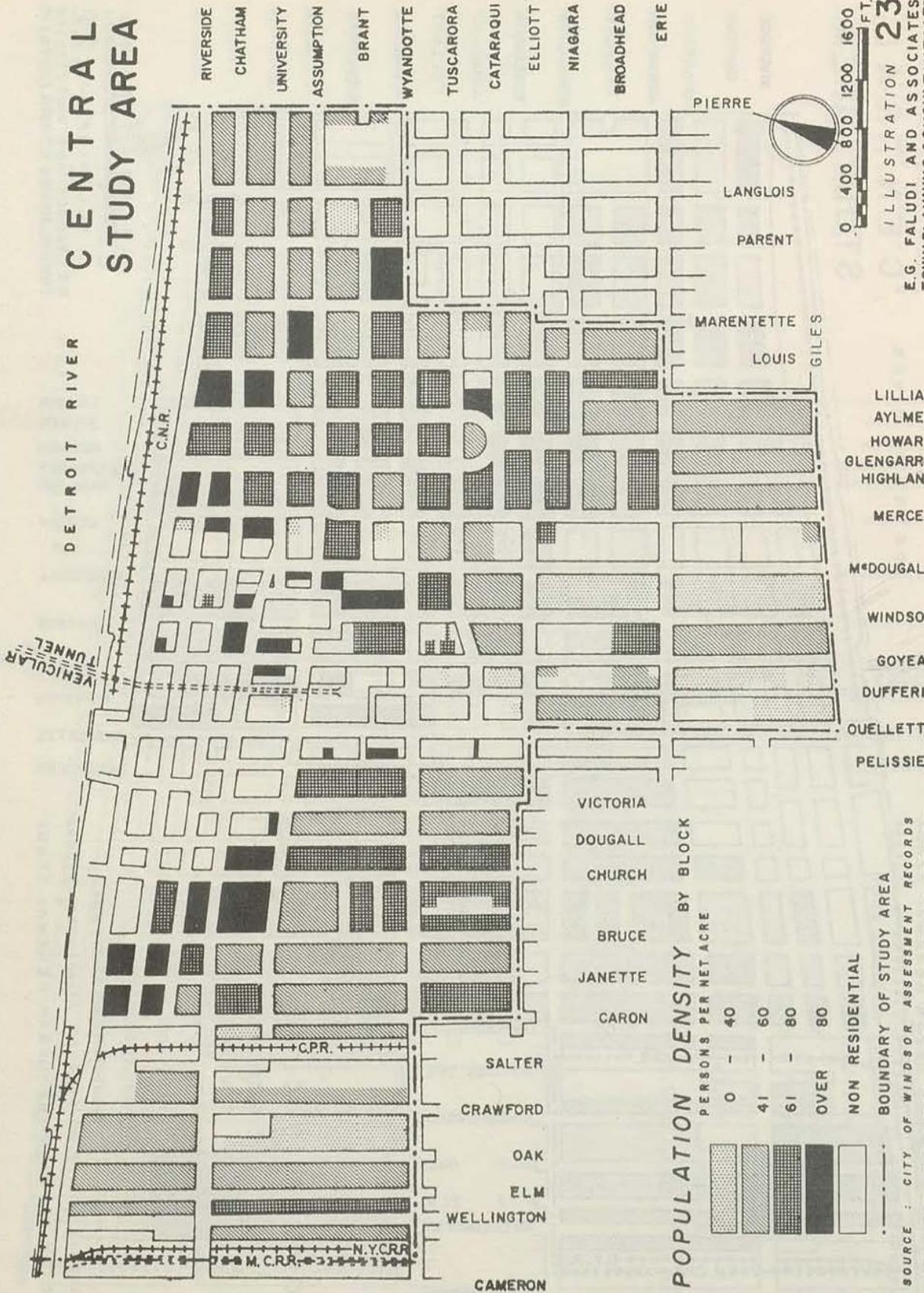


CENTRAL STUDY AREA



Owner occupancy is fairly low throughout the area, the lowest block percentages being in the vicinity of Ouellette Avenue and in the area east of Glengarry Avenue.

CENTRAL STUDY AREA



Population density is generally 41-80 persons per net acre throughout the area with higher densities noticeable in the vicinity of the City Hall and along University Avenue between Caron Avenue and Dougall Avenue.

SECTION 1

EASTERN STUDY AREA

East of Walker Road and nearly 2 miles from the central business area.

EXISTING LAND USE (Illustration 24)

This area which extends from the Detroit River to Seminole Street is bounded on the west by the Dominion Bridge Company and other industrial operations along St. Luke Road. The Ford Motor Company factories form the eastern boundary. The land use of the central part of this area is mainly residential with retail commercial uses concentrated along Drouillard Road and industry adjoining the Canadian National and Essex Terminal Railways, with the largest concentration being in the north.

The major land use areas are as follows:-

	Area Acres	Percent
Residential	60.1	27.4
Commercial	20.0	9.1
Industrial	82.9	37.8
Railways	18.6	8.5
Public Buildings	4.6	2.1
Vacant Land	7.7	3.5
Streets and Lanes	<u>25.3</u>	<u>11.6</u>
Total	219.2	100.0

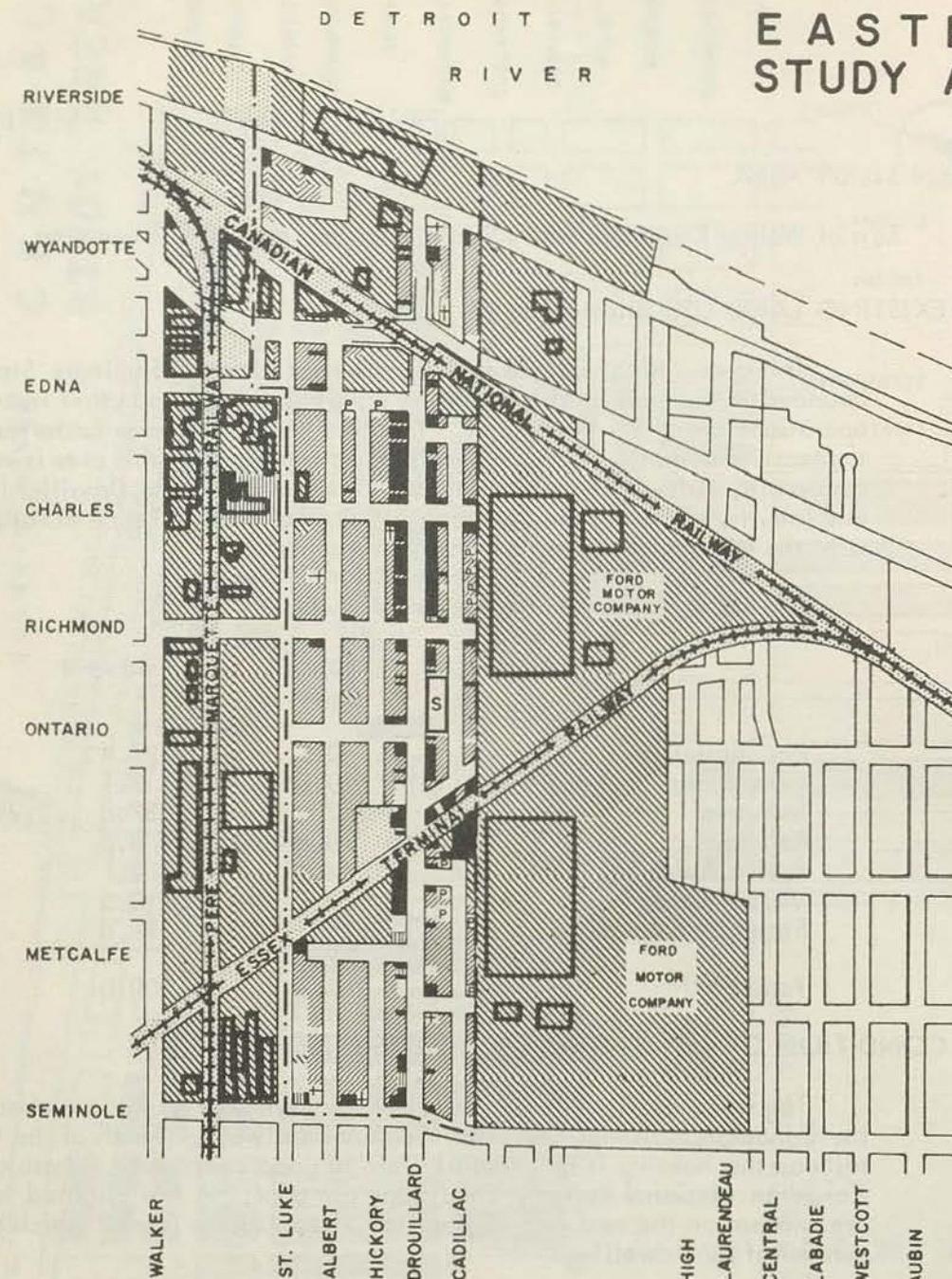
CONDITION OF RESIDENTIAL STRUCTURES (Illustration 25)

The worst quality housing is in the northern part of the area between the Canadian National and Essex Terminal Railways. South of the latter railway the housing is in generally fair to good condition. North of the Canadian National Railway conditions are poor. A few blighted houses are evident on the east side of Cadillac Street, at the rear of which are a number of lane dwellings.

The following is an analysis of the condition of residential structures.

Rating	No. of Residential Structures	Percent
Very Good	5	0.6
Good	409	52.5
Fair	272	35.0
Poor	72	9.2
Very Poor	<u>21</u>	<u>2.7</u>
Total	779	100.0

EASTERN STUDY AREA



EXISTING LAND USE

[Residential Hatching]	RESIDENTIAL	[Vacant Land Box]	VACANT LAND
[Commercial Hatching]	COMMERCIAL	[Schools Box]	SCHOOLS
[Industrial Hatching]	INDUSTRIAL	[Car Parks Box]	CAR PARKS
[Public Bldgs. & Institutions Hatching]	PUBLIC BLDGS. & INSTITUTIONS	[Places of Worship Box]	PLACES OF WORSHIP
[Railway Property Hatching]	RAILWAY PROPERTY	[Boundary Line Box]	BOUNDARY OF STUDY AREA

SOURCE : FIELD SURVEY
CITY OF WINDSOR URBAN RENEWAL STUDY

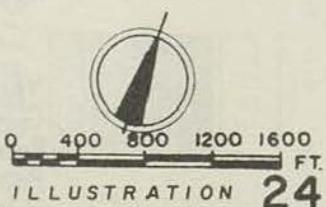
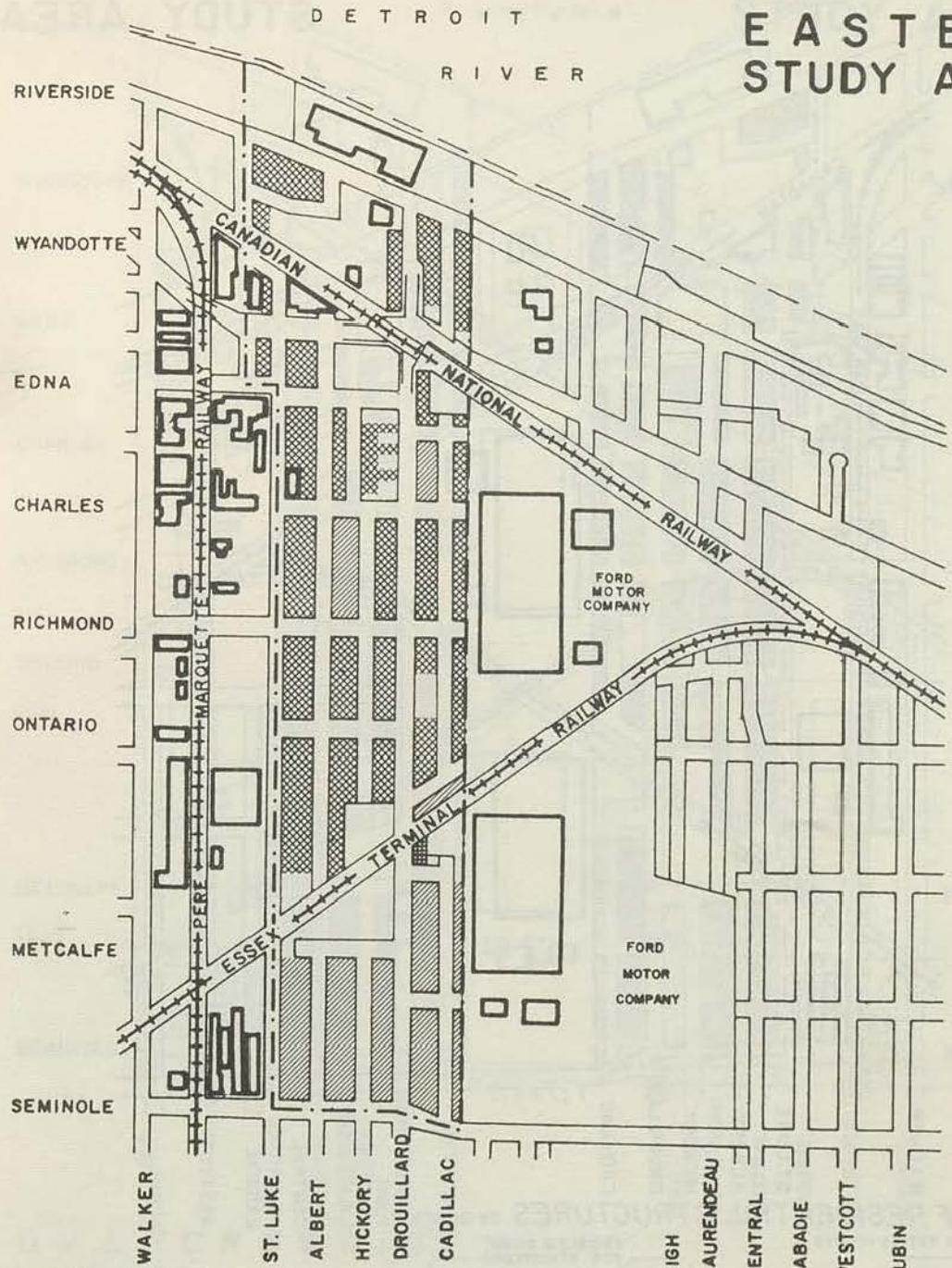


ILLUSTRATION 24
E.G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD

EASTERN STUDY AREA



CONDITION OF RESIDENTIAL STRUCTURES

BLOCK RATING SCORES

	0
1 - 10	
11 - 50	
51 - 80	
OVER 80	

NON RESIDENTIAL

PENALTY SCORE
PER STRUCTURE

VERY GOOD	0
GOOD	0
FAIR	20
POOR	80
VERY POOR	100

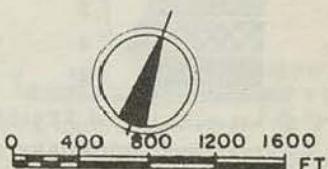
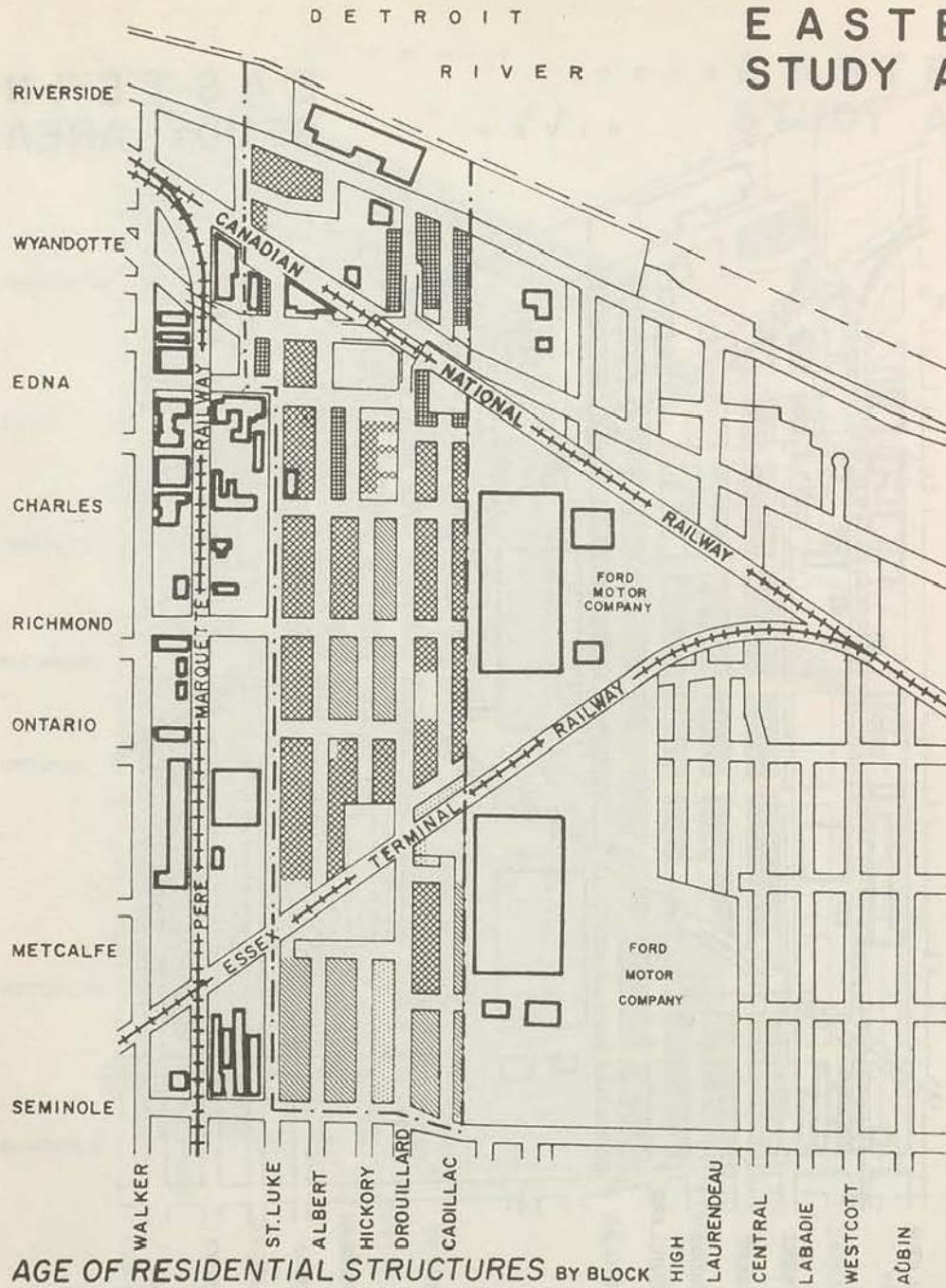


ILLUSTRATION 25

E.G. FALUDI AND ASSOCIATES
TOWNPLANNING CONSULTANTS LTD

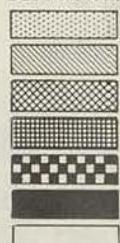
CITY OF WINDSOR URBAN RENEWAL STUDY

EASTERN STUDY AREA



AGE OF RESIDENTIAL STRUCTURES BY BLOCK

BLOCK RATING SCORES



PENALTY SCORE
PER STRUCTURE

AFTER 1940	0
1921 - 1940	1
1900 - 1920	3
BEFORE 1900	5

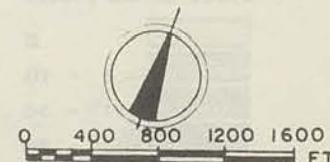
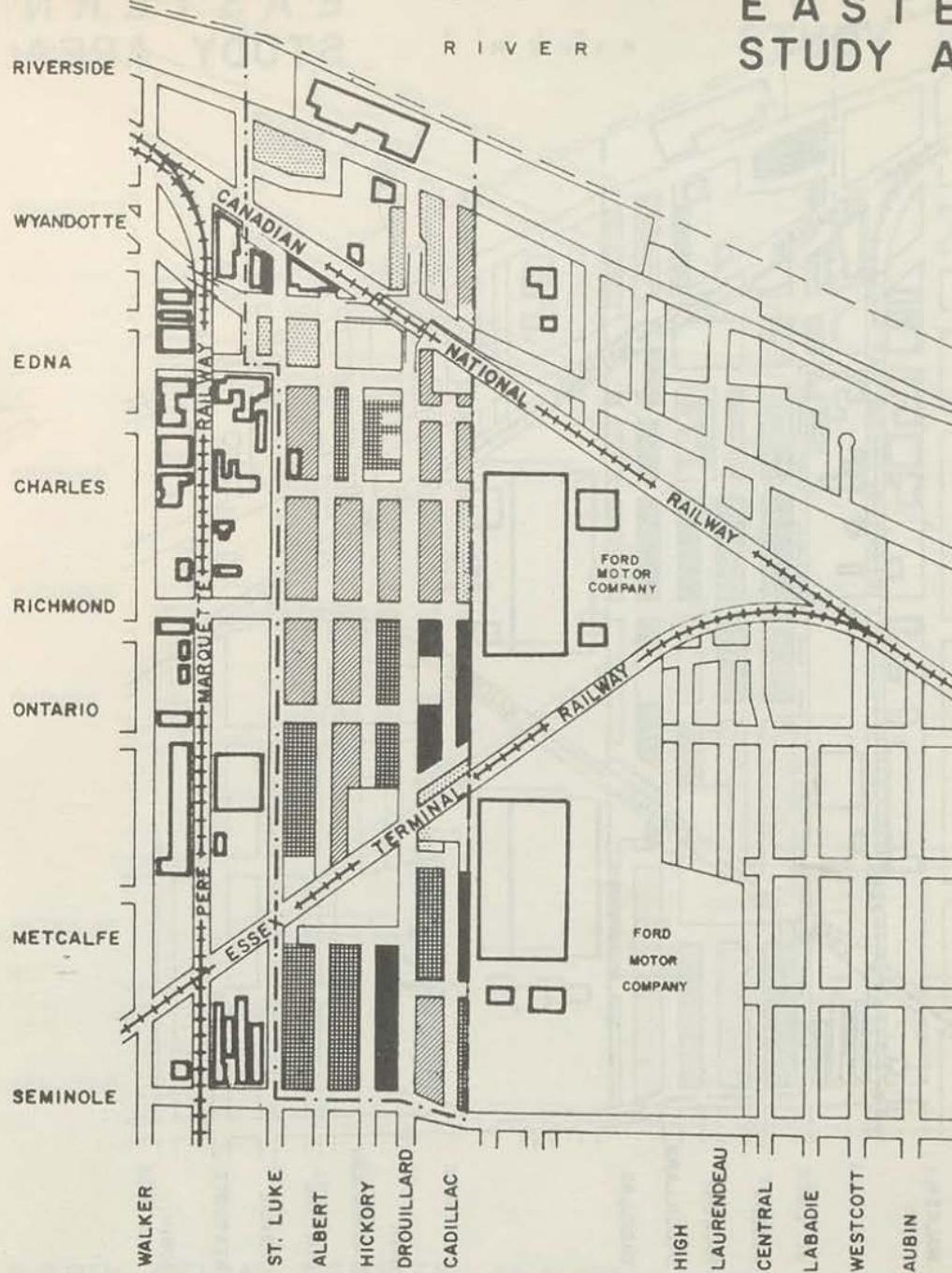


ILLUSTRATION 26

E.G. FALUDI AND ASSOCIATES
TOWNPLANNING CONSULTANTS LTD

The oldest structures are in the northern part of the area, the remainder of the housing is generally over thirty years old, with the exception of that south of the Essex Terminal railway. Here the housing is most recent being generally under thirty years old.

DETROIT

EASTERN
STUDY AREA

OVERCROWDING BY BLOCK

UNDER 1%
1% - 10%
11% - 20%
OVER 20%
NON RESIDENTIAL

BOUNDARY OF STUDY AREA

SOURCE : CITY OF WINDSOR ASSESSMENT RECORDS
CITY OF WINDSOR URBAN RENEWAL STUDY

E.C. FALUDI AND ASSOCIATES
TOWNPLANNING CONSULTANTS LTD

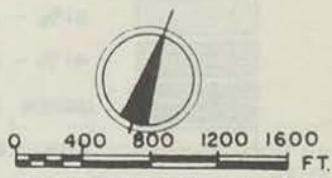
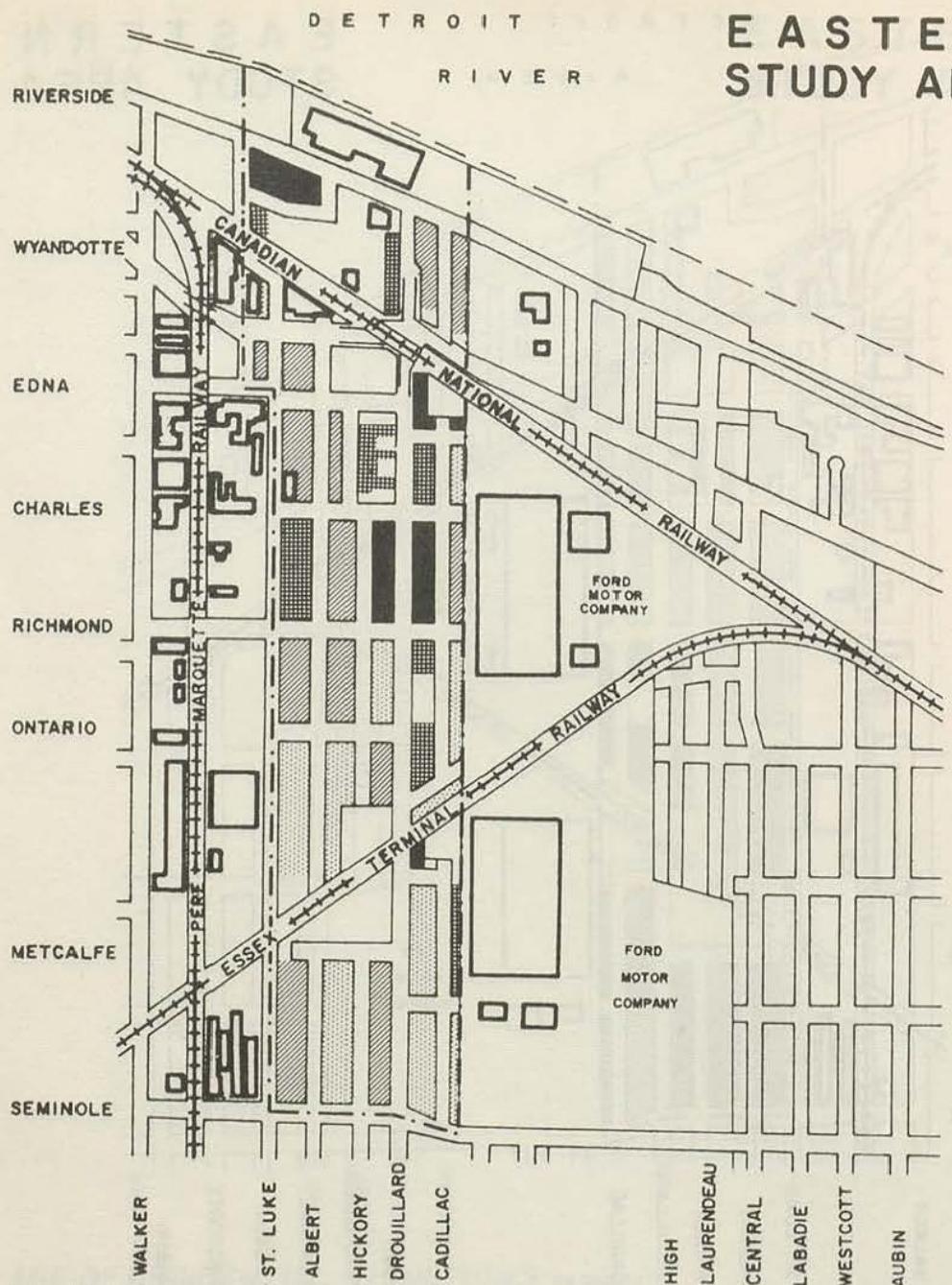


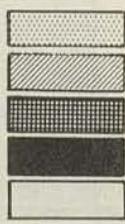
ILLUSTRATION 27

Overcrowded conditions are most noticeable in the blocks north and south of the Essex Terminal railway, especially in the vicinity of Drouillard Road and Cadillac Street. Some overcrowding is evident also just south of the Canadian National Railway.

EASTERN STUDY AREA



OWNER OCCUPANCY BY BLOCK



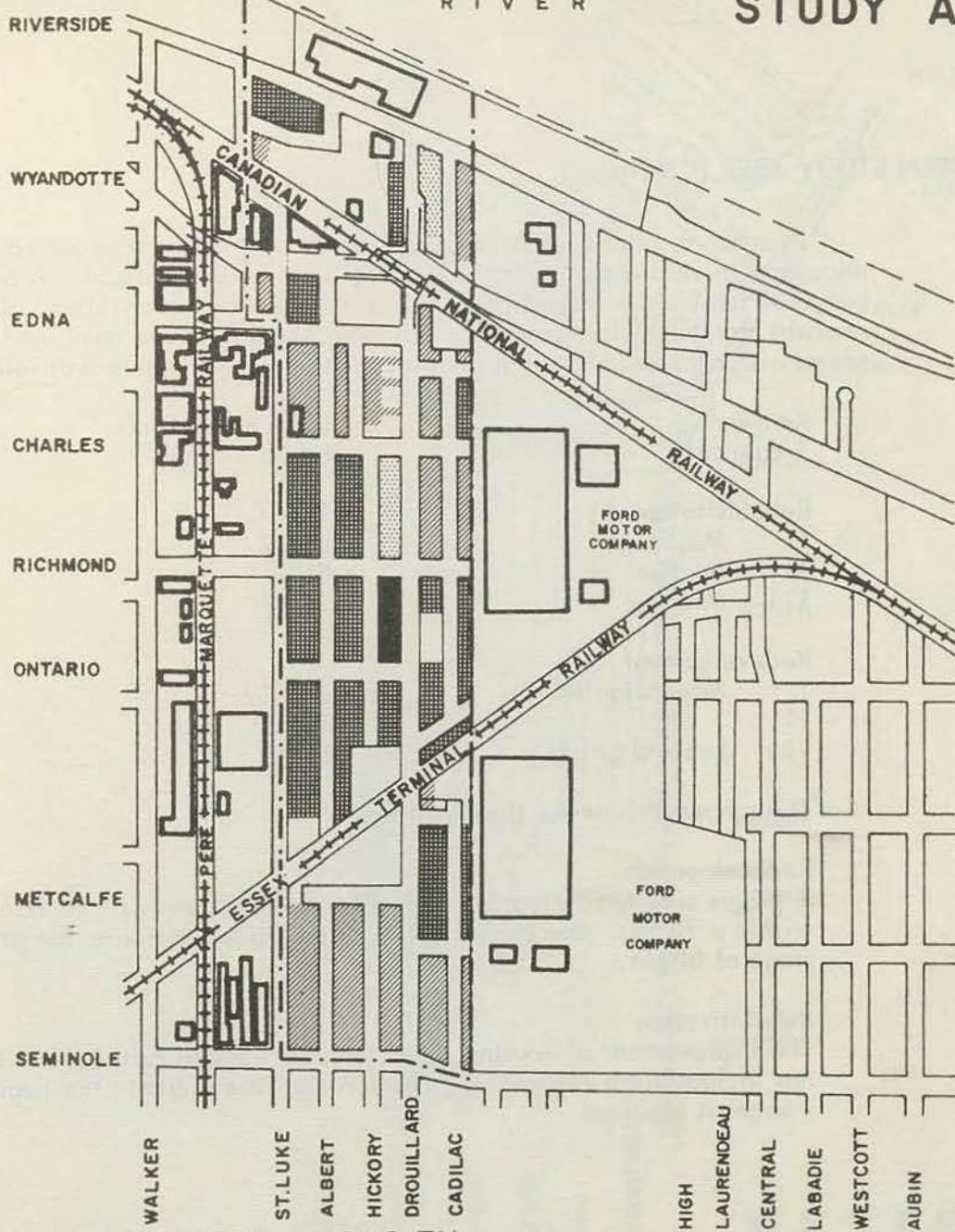
BOUNDARY OF STUDY AREA

SOURCE : CITY OF WINDSOR ASSESSMENT RECORDS
CITY OF WINDSOR URBAN RENEWAL STUDY

ILLUSTRATION 28
E.G. FALUDI AND ASSOCIATES
TOWNPLANNING CONSULTANTS LTD

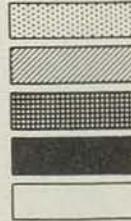
Owner occupancy is lowest in the central part of the area, especially along Drouillard Road. Low owner occupancy is also noticeable in the area north of the Canadian National Railway.

DETROIT

EASTERN
STUDY AREA

POPULATION DENSITY BY BLOCK

PERSONS PER NET ACRE



0 - 40

41 - 60

61 - 80

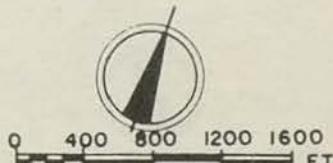
OVER 80

NON RESIDENTIAL

BOUNDARY OF STUDY AREA

SOURCE : CITY OF WINDSOR ASSESSMENT RECORDS
CITY OF WINDSOR URBAN RENEWAL STUDY

E.G. FALUDI AND ASSOCIATES
TOWNPLANNING CONSULTANTS LTD



29

Population density is highest in the central part of the area, being 61-80 persons per net acre. South of the Essex Terminal railway the density is generally 41-60 persons per net acre.

PART III

SECTION 1

EASTERN STUDY AREA (Continued)

In order to determine the type of renewal treatment required it was necessary to relate the various characteristics of each block. A penalty range of total block scores was thus established and each block allotted renewal treatment in accordance with the position of the combined block scores within the penalty range adopted. The penalty range was as follows:-

Renewal Treatment	Total Block Score Penalty Range
Rehabilitation	
1 Major	18-22
11 Medium	13-17
111 Minor	0-12
Redevelopment	
1 Most blighted	over 32
11	28-32
111 Least blighted	23-27

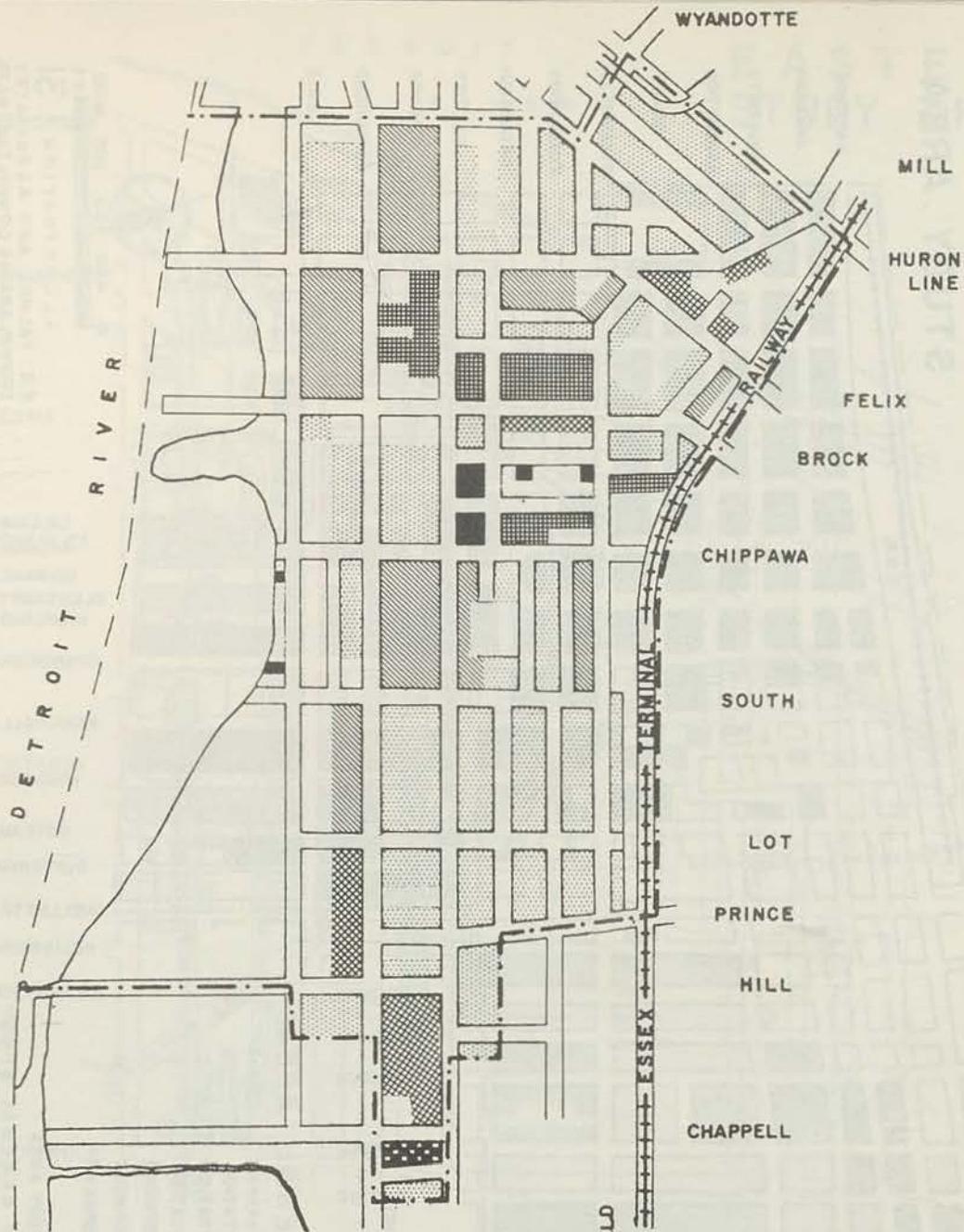
The ranges of renewal treatment are:-

Redevelopment

A progressive total clearance of blighted structures will be necessary within a fifteen year period. The three grades indicate the present stage of blight.

Rehabilitation

The improvement of housing conditions by various methods which do not include total clearance. The three grades indicate the degree of treatment required.



WESTERN STUDY AREA

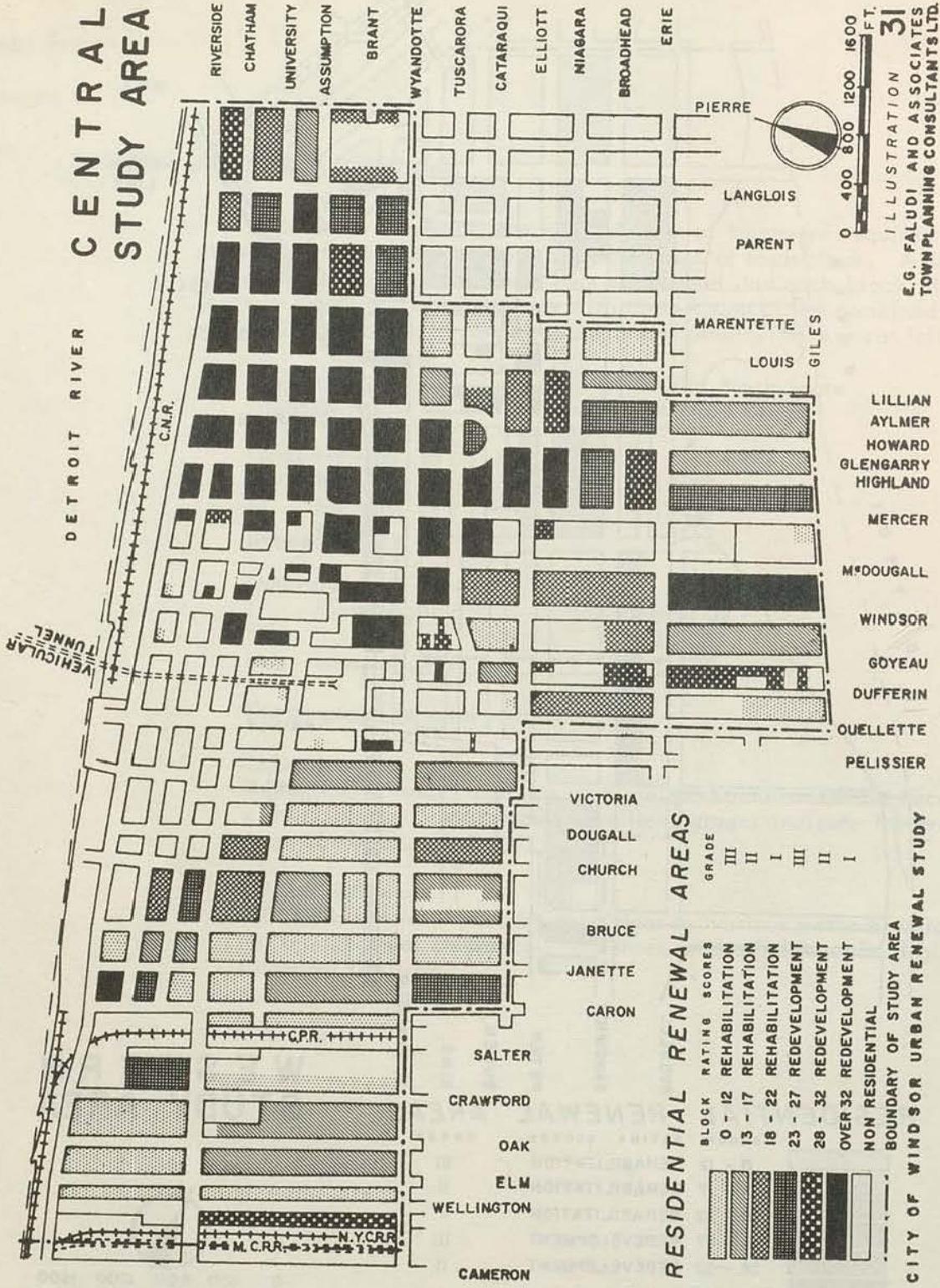


ILLUSTRATION 30

E.G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD

CITY OF WINDSOR URBAN RENEWAL STUDY

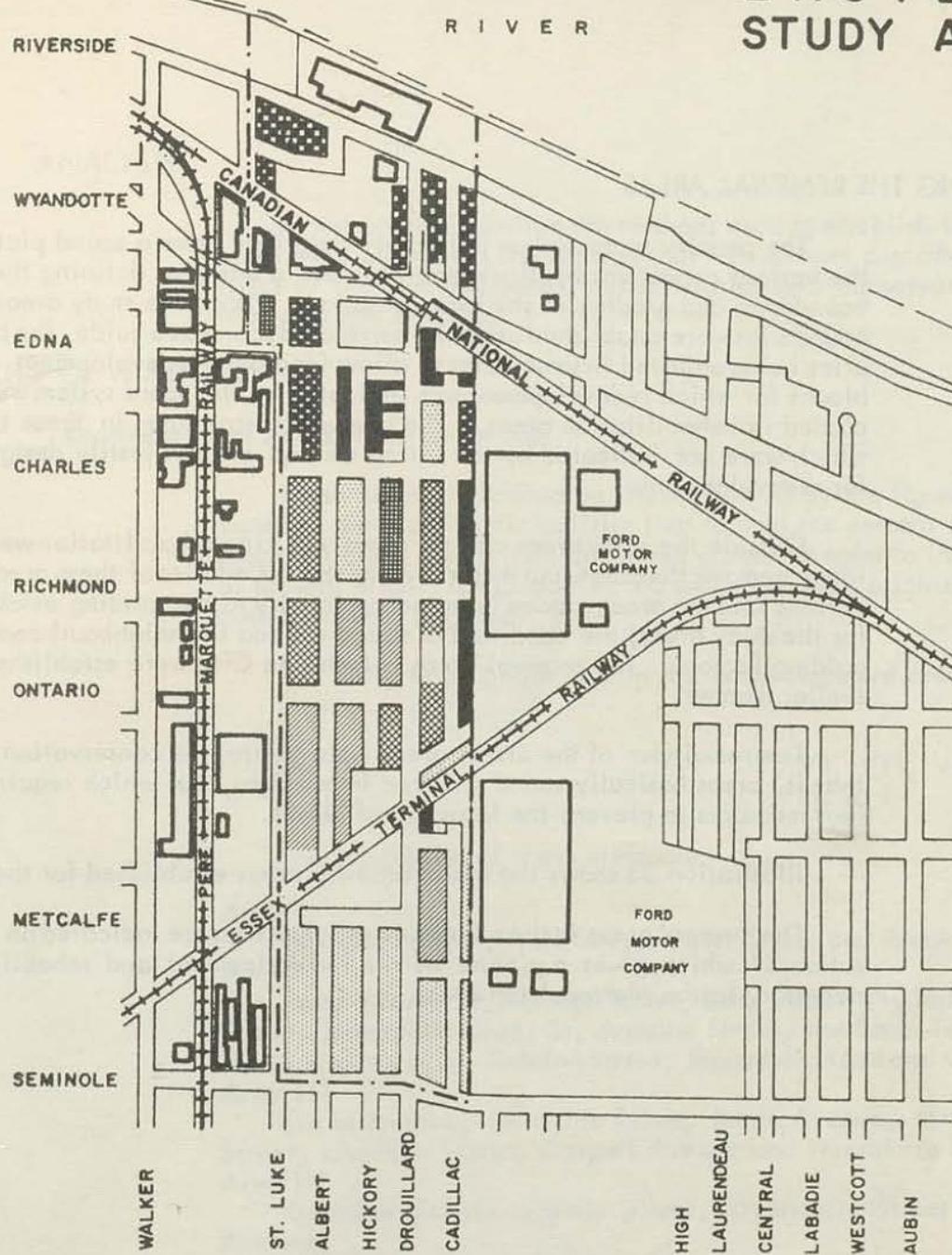
Redevelopment is evident in the area bounded by Mill Street, Sandwich Street, Chippawa Street and Bloomfield Road, whilst rehabilitation treatment is indicated for the remainder of the area, apart from a few isolated blocks for redevelopment in the south and north east.



A large concentration of Grade 1 redevelopment is evident in the area bounded by McDougall Avenue, Langlois Avenue, Riverside Drive and Wyandotte Street. Another concentration appears to the south in the area bounded by McDougall Avenue, Wyandotte Street, Louis Avenue and Erie Street. Other Grade 1 redevelopment is in the vicinity of the City Hall; on Janette Avenue at Riverside Drive and along McDougall Avenue south of Erie Street. The remainder of the study area requires mainly rehabilitation treatment.

DETROIT

EASTERN STUDY AREA



RESIDENTIAL RENEWAL AREAS

BLOCK RATING SCORES	GRADE
0 - 12 REHABILITATION	III
13 - 17 REHABILITATION	II
18 - 22 REHABILITATION	I
23 - 27 REDEVELOPMENT	III
28 - 32 REDEVELOPMENT	II
OVER 32 REDEVELOPMENT	I
NON RESIDENTIAL	
BOUNDARY OF STUDY AREA	

CITY OF WINDSOR URBAN RENEWAL STUDY

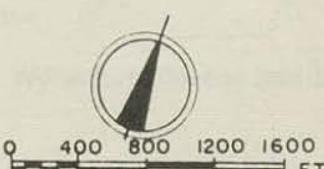


ILLUSTRATION 32

E.G. FALUDI AND ASSOCIATES
TOWNPLANNING CONSULTANTS LTD

Grade 1 and 11 redevelopment is evident in the areas immediately north and south of the Canadian National Railway and on the east side of Cadillac Street. The remainder of the area generally requires rehabilitation treatment.

PART 111

SECTION 1

(g) ESTABLISHING THE RENEWAL AREAS

The penalty score system previously described gave a sound picture of the various conditions by block and provided a basis for defining the final boundaries and grading of the renewal areas. Within the study areas these boundaries were established using the correlated scores as a guide, the boundaries being adjusted in some cases to allow for proper redevelopment. Some blocks for which redevelopment was indicated by the score system were included in rehabilitation areas. The number of structures in these blocks, which were not indicated by the rating method did not justify designation for redevelopment.

Outside the study areas certain areas requiring rehabilitation were evident from the Housing Quality survey and the boundaries of these areas were defined and the areas graded in broad conformity to the grading established for the study areas, the condition of structures and the neighbourhood being guiding factors. The renewal areas outside the City were established in a similar manner.

The remainder of the urban areas were treated as conservation areas, that is, areas basically sound and free from blight, but which require various measures to prevent the intrusion of blight.

Illustration 33 shows the urban renewal areas established for the City.

The renewal areas in the suburban municipalities are indicated on illustration 34 which gives a picture of the redevelopment and rehabilitation necessary in the Metropolitan area.

SECTION 2

ANALYSIS

In the previous section the methods used to establish the urban renewal areas were outlined. The section that now follows describes the characteristics of the redevelopment, rehabilitation and conservation areas within Metropolitan Windsor.

THE CITY OF WINDSOR

Redevelopment Areas (Illustration 33)

These areas, indicated on Illustration 33 by the figures 1-1X, are located in the older municipalities that formed the present city. The redevelopment areas are divided into three grades in order to indicate the degree of present blight, the Grade 1 area being the most blighted the Grade III areas the least blighted.

The severity of blight within the redevelopment areas is as follows:-	
Grades	Areas
1	IV
II	V, V1, V11, V111, 1X
III	1, 11, 111

The boundaries of these areas are:-

Area 1

Sandwich Street, Mill Street, Peter Street and Brock Street.

Area 11

Peter Street, St. Antoine Street, Baby Street, the lane north of Brock Street, Bloomfield Road, St. Antoine Street, the Essex Terminal Railway, the lane south of St. Antoine Street, Bloomfield Road and Chippawa Street.

Area 111

Caron Avenue, Riverside Drive, Bruce Avenue, Pitt Street, Church Street, Chatham Street, Dougall Avenue and Wyandotte Street.

Area 1V

Riverside Drive, Goyeo Street, Wyandotte Street and Marentette Avenue.

Area V

Wyandotte Avenue, Tuscarora Street, Mercer Street, McDougall Avenue, Elliott Street, Erie Street, Lillian Street, Niagara Street, Louis Avenue, Tuscarora Street and Aylmer Avenue.

Area VI

Riverside Drive, Marentette Avenue, Wyandotte Street and Langlois Avenue.

Area V11

Riverside Drive, Albert Road, Matilda Street, Canadian National Railway and Montreuil Street.

Area V111

Canadian National Railway, lane east of Cadillac Street, Charles Street, St. Luke Road, Edna Street and Montreuil Street; and the east side of Cadillac Street between Charles Street and Deming Street.

PART 111
SECTION 2

Area 1X

Riverside Drive, the lots east of Cadillac Street, Wyandotte Street, the lots west of Drouillard Road.

Tables 3, 4, & 5 following, present an analysis of the redevelopment areas with regard to the quality of housing, the distribution of land use and population.

TABLE 3
CITY OF WINDSOR
CONDITION OF RESIDENTIAL STRUCTURES (FIELD SURVEY)

	REDEVELOPMENT AREAS										
	1	11	111	IV	V	V1	V11	V111	1X	TOTAL	
Total No. of Residential Structures	14	101	91	437	278	181	14	179	35	1330	
Condition of Structures	%	%	%	%	%	%	%	%	%	%	%
Very Poor	21.5	2.0	3.3	16.4	5.0	5.6	14.3	10.0	2.9	9.4	
Poor	14.3	33.6	10.9	44.7	19.1	13.3	14.3	15.1	28.6	26.9	
Fair	28.5	31.7	38.5	35.5	50.0	64.6	71.4	41.9	51.4	43.9	
Good	35.7	31.7	47.3	3.4	25.9	16.5	----	33.0	17.1	19.7	
Very Good	----	1.0	----	----	----	----	----	----	----	0.1	
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

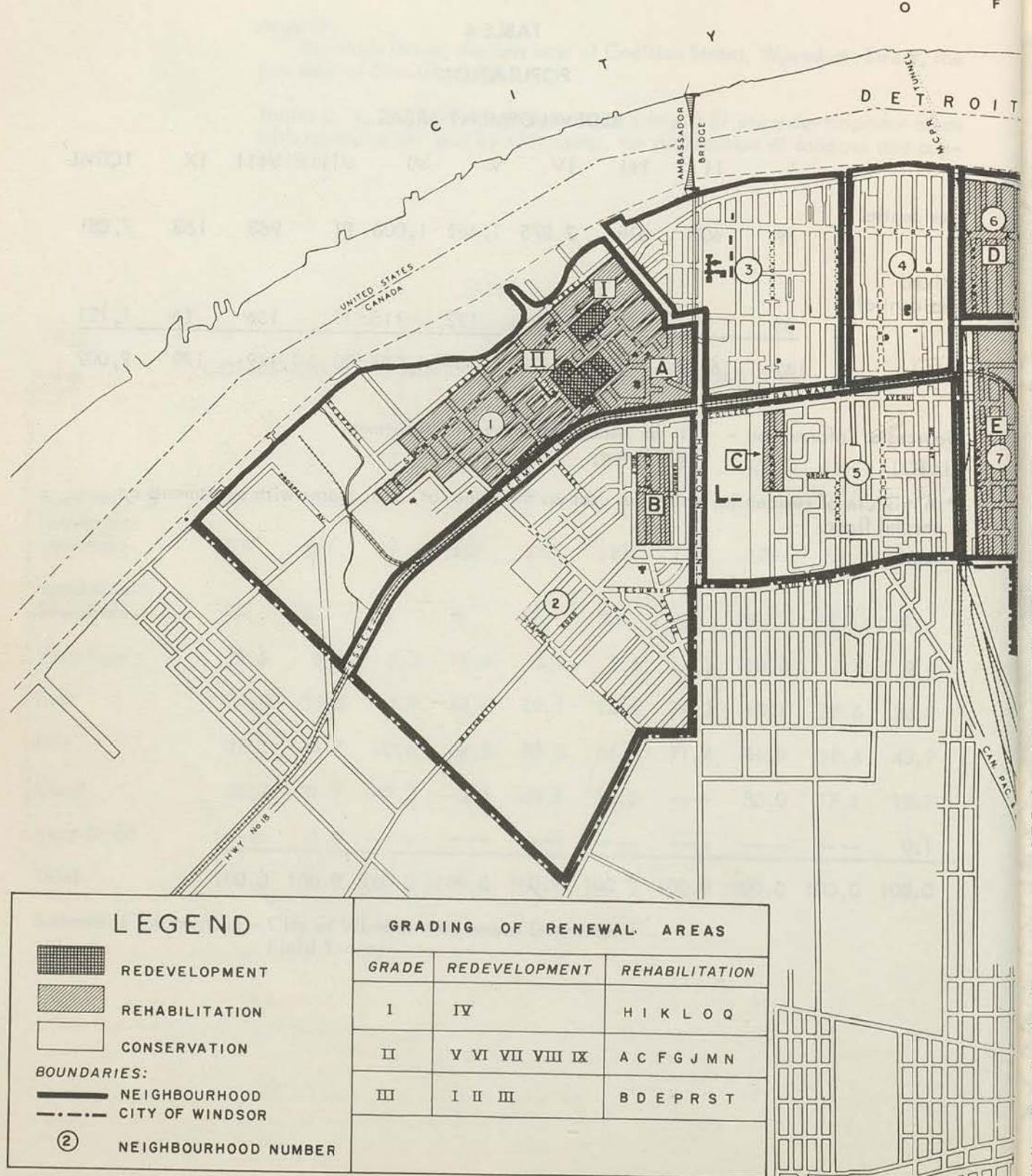
Sources of Information - City of Windsor Assessment Department
Field Survey

TABLE 4
POPULATION
REDEVELOPMENT AREAS

	1	11	111	1V	V	V1	V11	V111	1X	TOTAL
Residential	79	603	619	2,875	1,462	1,036	81	963	163	7,881
Mixed Residential*	63	9	92	529	122	115	19	156	16	1,121
Total	142	612	711	3,404	1,584	1,151	100	1,119	179	9,002

Sources of Information - City of Windsor Assessment Department
Field Survey

* A mixture of residential and other uses on the same lot, i.e. stores with apartments on second floor.



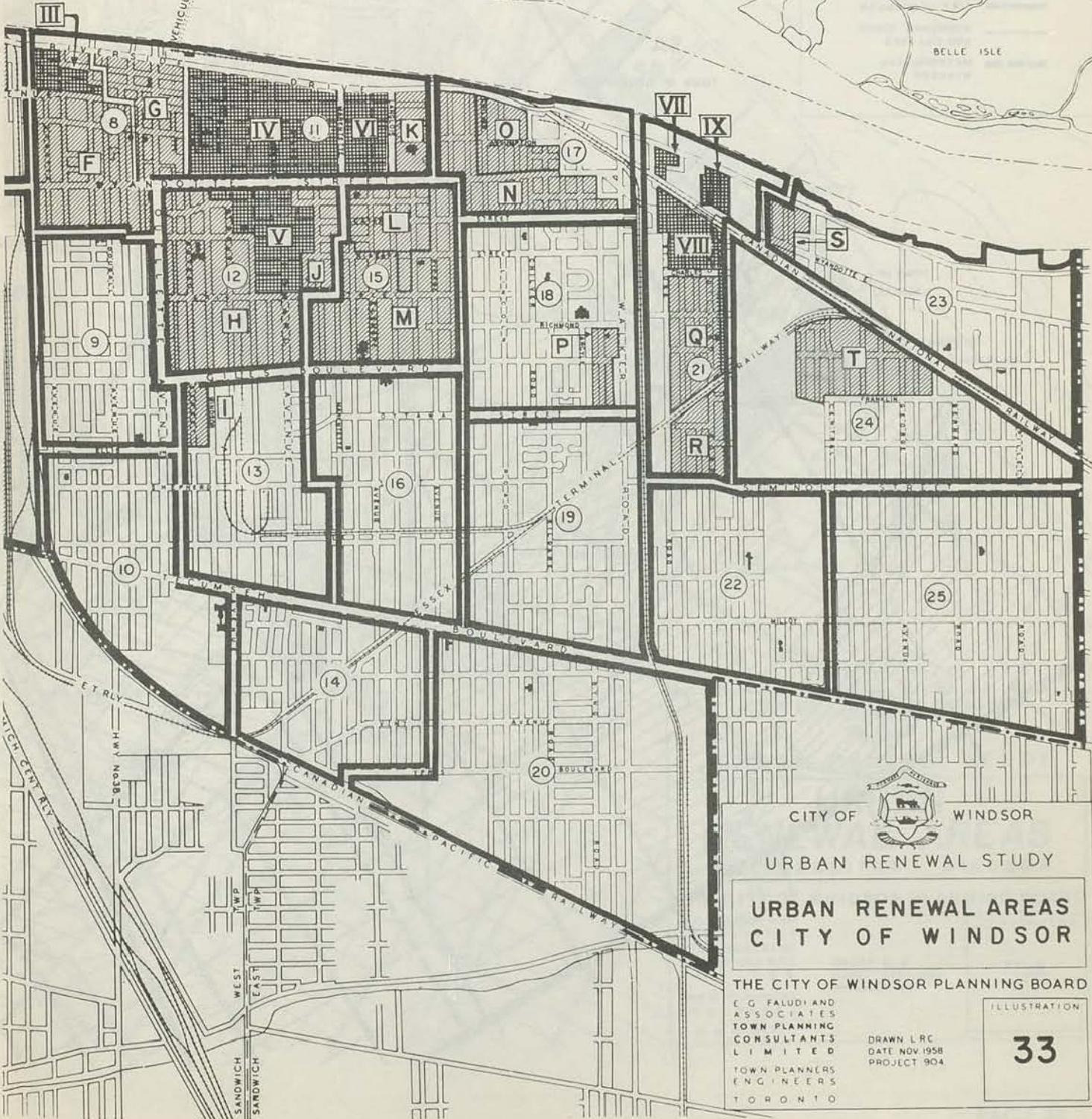
D E T R O I T

RIVER

VEHICULAR
TUNNEL

1000 0 1000 2000
SCALE IN FEET

BELLE ISLE



THE CITY OF WINDSOR PLANNING BOARD
L. G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LIMITED
TOWN PLANNERS ENGINEERS
TORONTO

DRAWN L.R.C.
DATE NOV. 1958
PROJECT 904

ILLUSTRATION

33

LEGEND

 REDEVELOPMENT

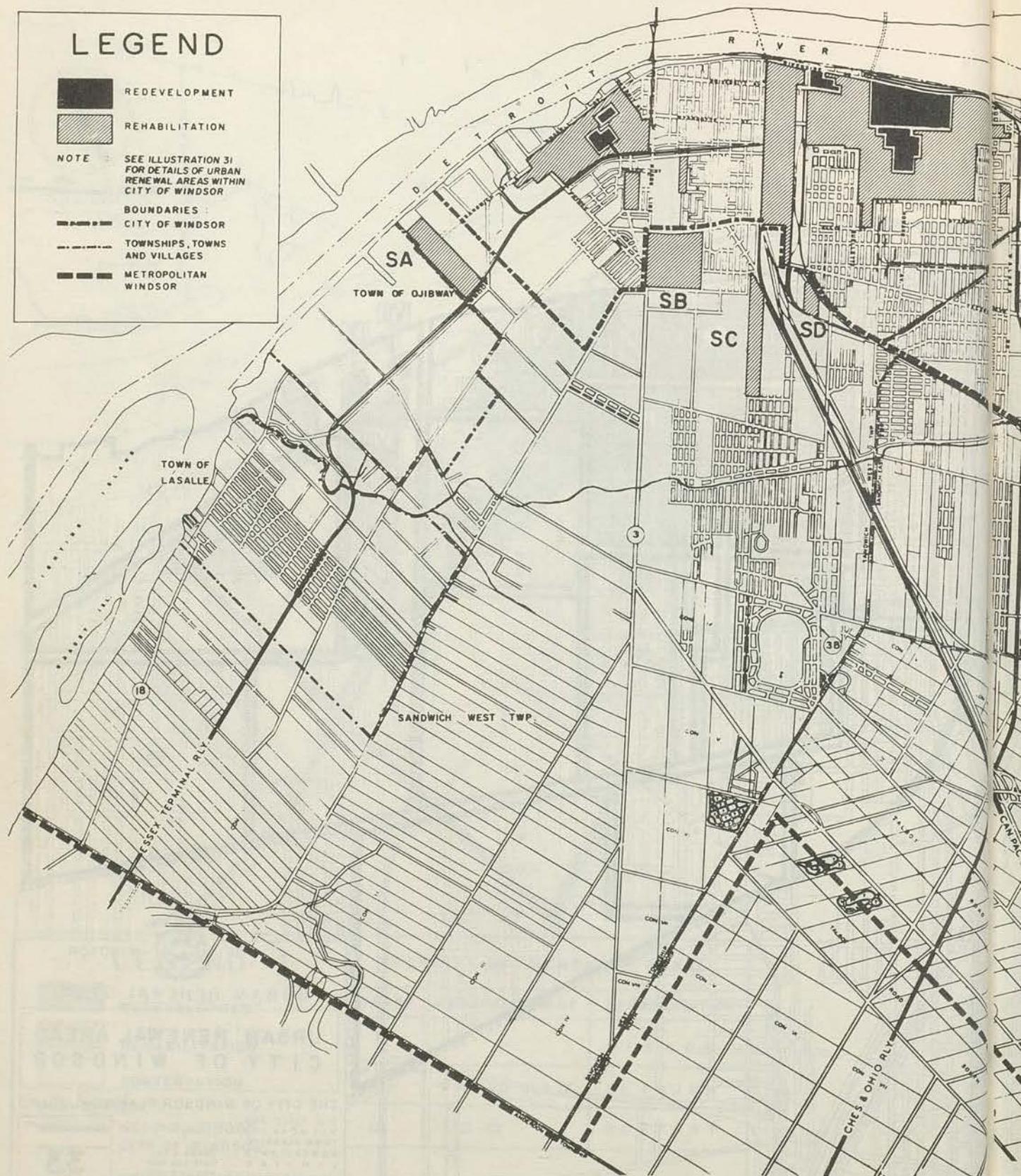
 REHABILITATION

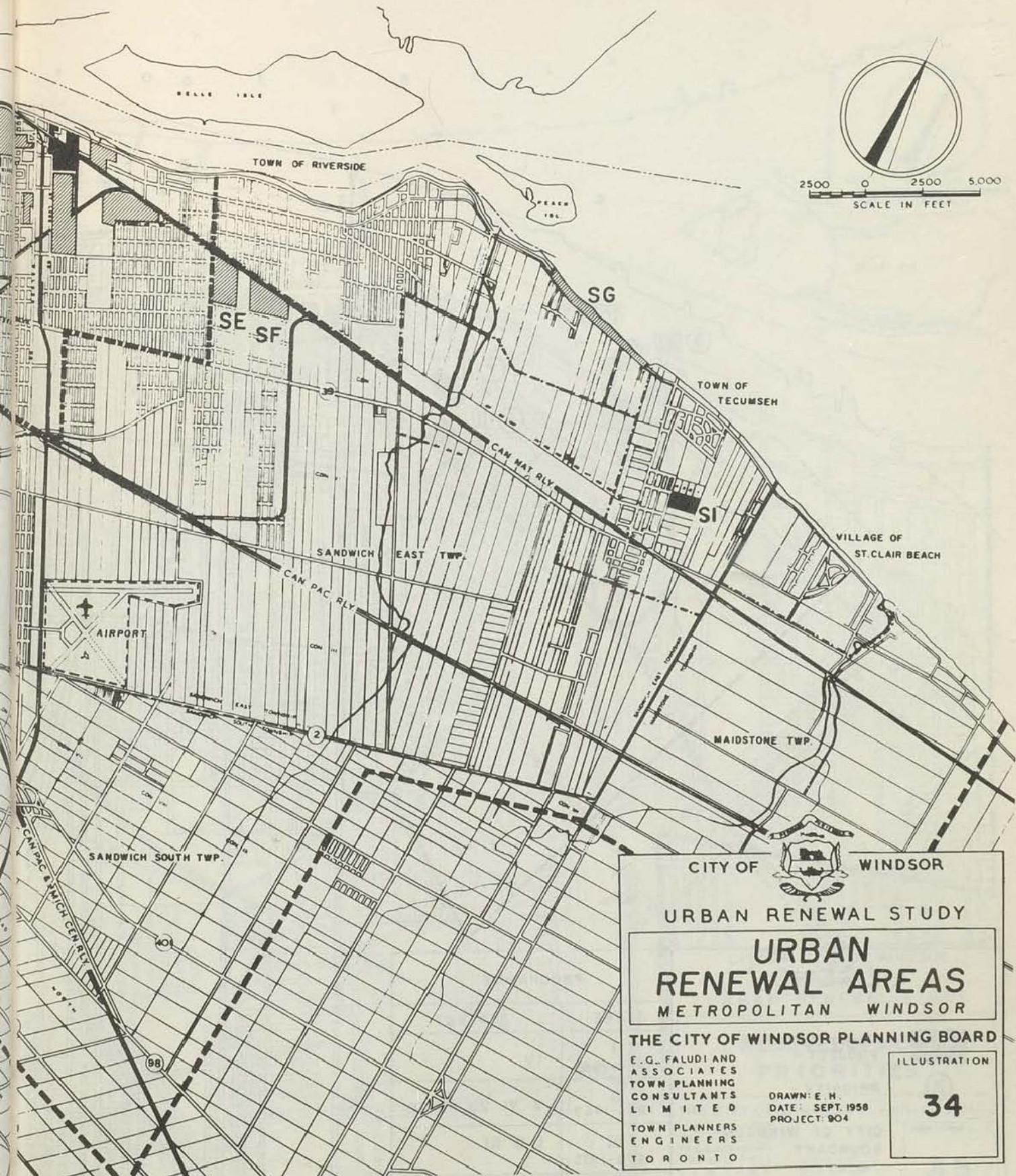
NOTE : SEE ILLUSTRATION 31
FOR DETAILS OF URBAN
RENEWAL AREAS WITHIN
CITY OF WINDSOR

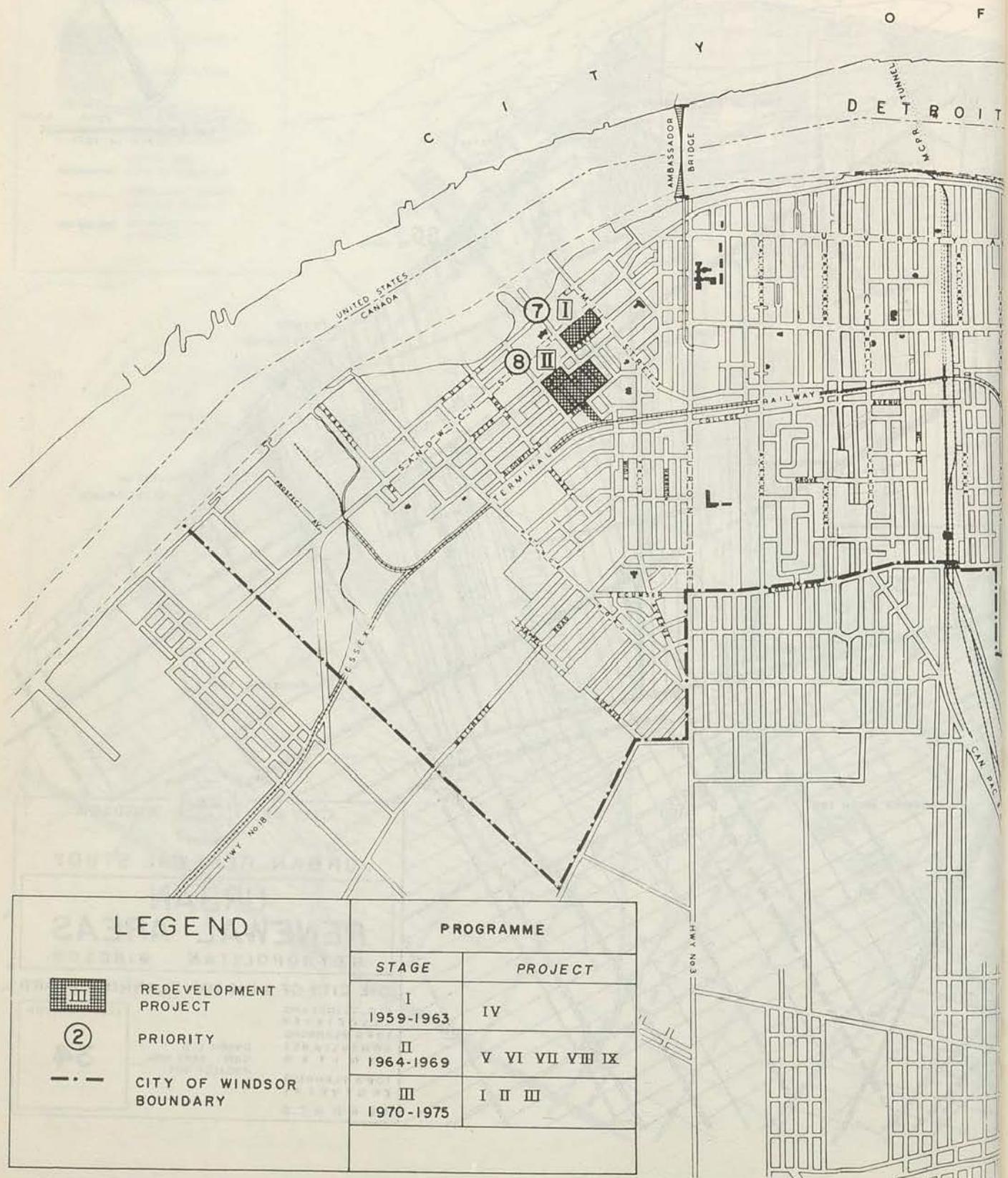
BOUNDARIES :
— CITY OF WINDSOR

— TOWNSHIPS, TOWNS
AND VILLAGES

— METROPOLITAN
WINDSOR







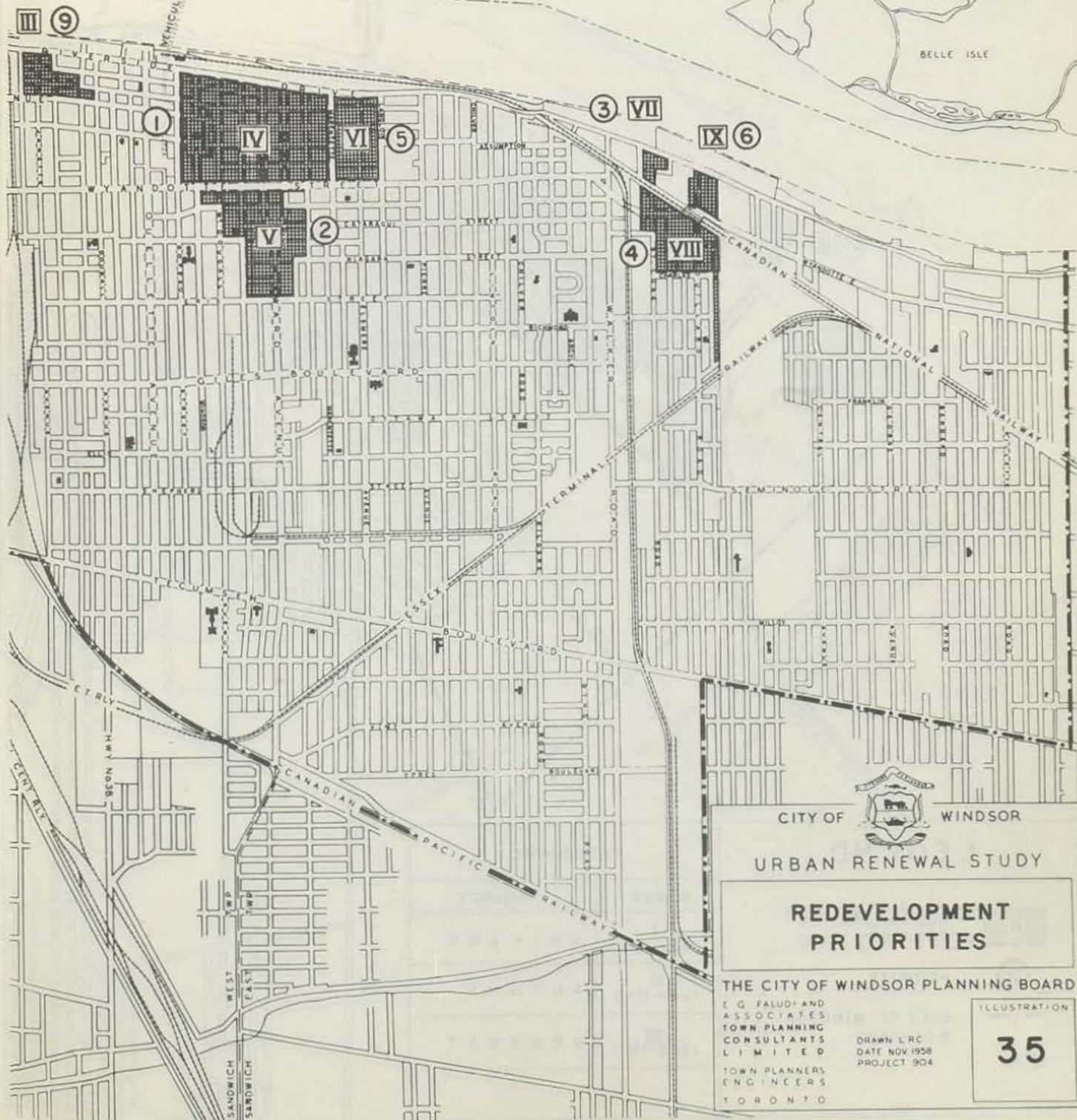
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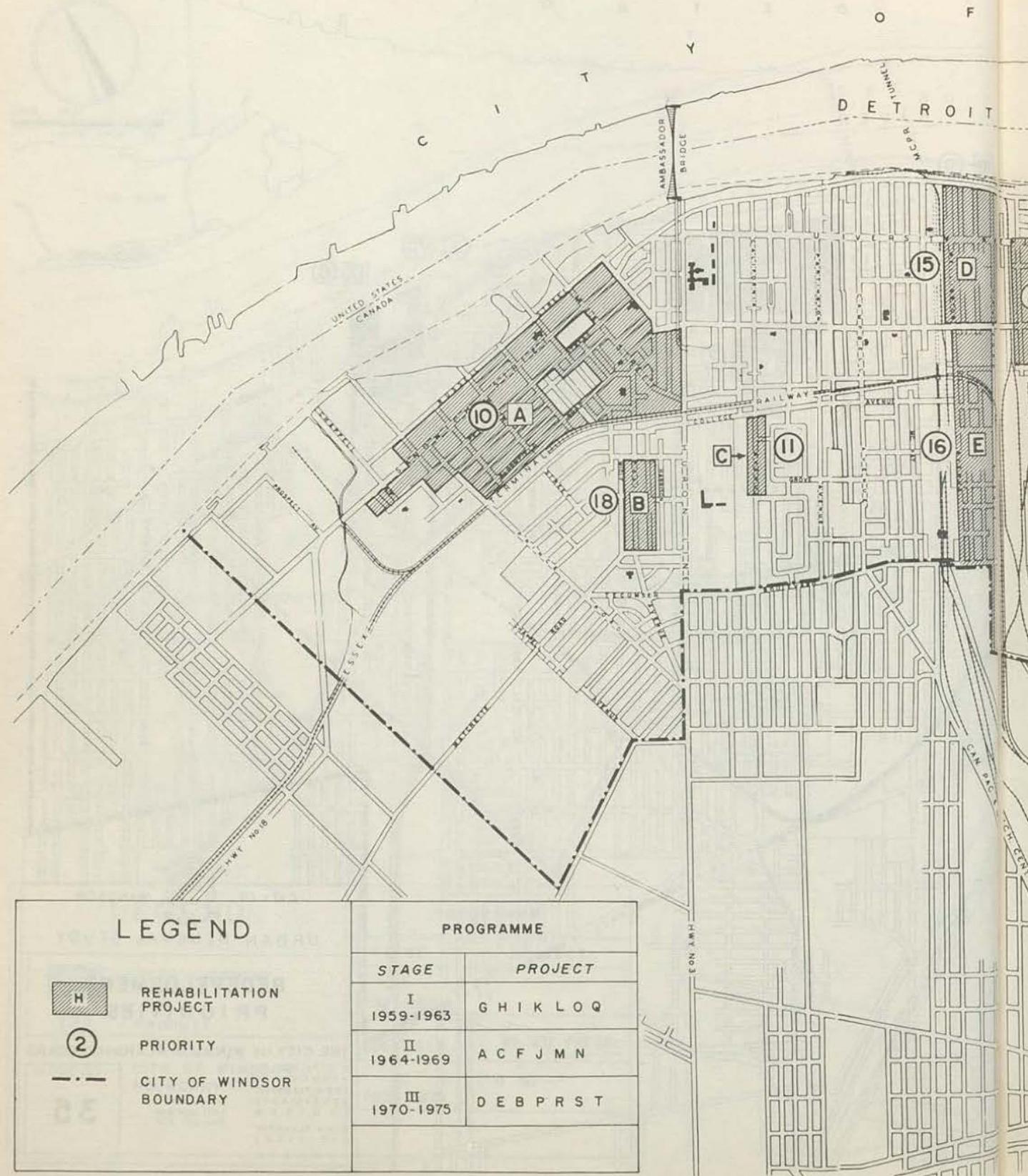
RIVER

VEHICULAR
TUNNEL

1000 0 1000 2000
SCALE IN FEET

BELLE ISLE





D E T R O I T

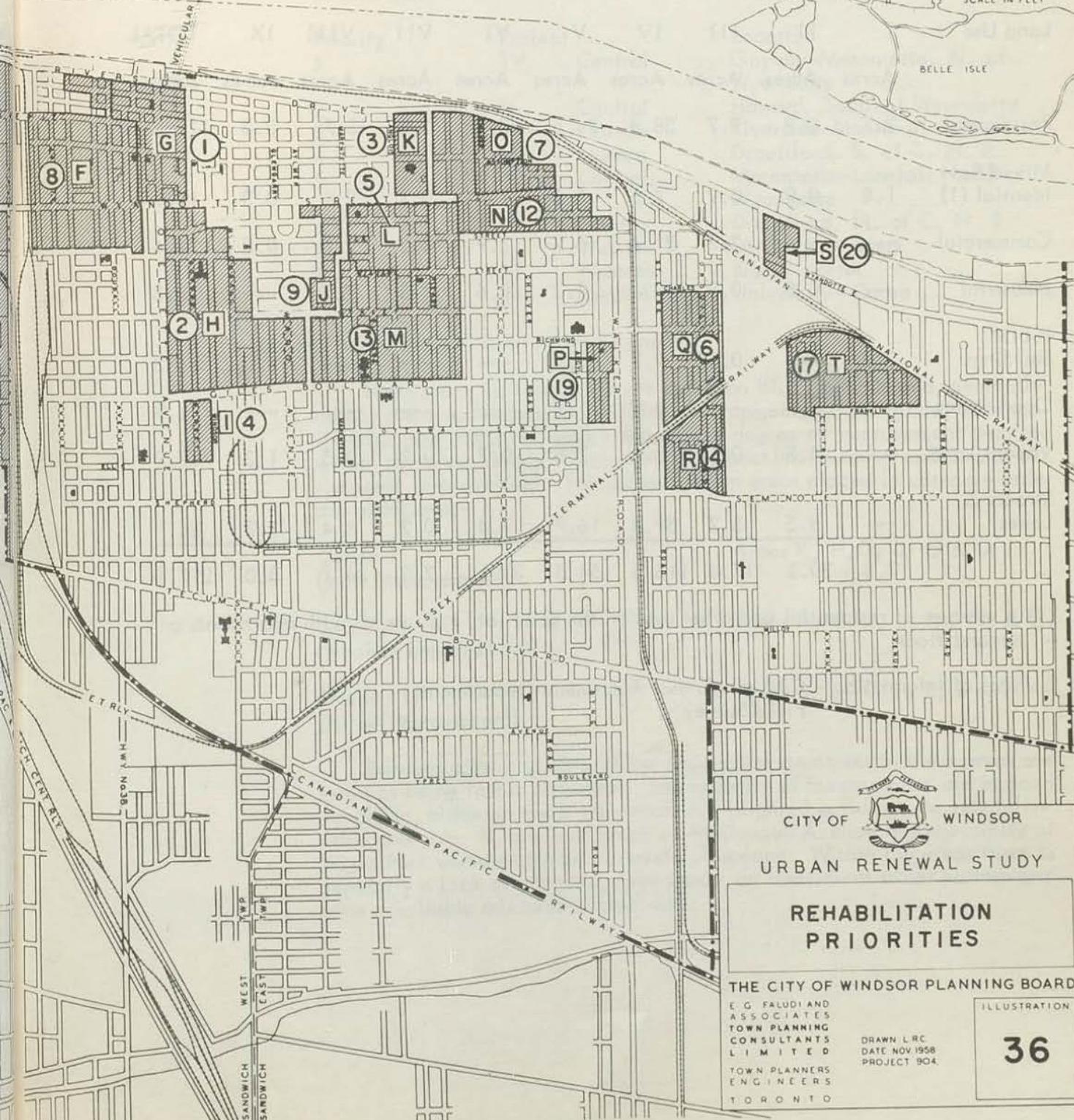
RIVER

E R_{TUNNEL}



1000 0 1000 2000

BELLE ISLE



URBAN RENEWAL STUDY

THE CITY OF WINDSOR PLANNING BOARD

THE CITY OF
E G FALUDI AND
ASSOCIATES
TOWN PLANNING
CONSULTANTS
LIMITED
TOWN PLANNERS
ENGINEERS
TORONTO

DRAWN LRC
DATE NOV 1958
PROJECT 904

36

PART 111

SECTION 2

TABLE 5
DISTRIBUTION OF LAND USE
REDEVELOPMENT AREAS

Land Use	I	II	III	IV	V	V1	VII	VIII	IX	TOTAL
	Acres									
Residential	2.7	8.9	7.7	38.4	24.5	17.0	1.3	13.7	3.3	117.5
Mixed Res- idential (1)	1.8	0.2	0.9	4.5	1.5	1.5	0.1	2.1	0.3	12.9
Commercial	---	---	2.3	21.4	6.2	1.9	0.2	2.3	0.3	34.6
Industrial	---	0.8	0.8	0.1	0.3	0.6	4.5	7.7	---	14.8
Public Buildings	3.2	---	0.6	9.7	1.7	---	---	---	1.1	16.3
Open Space	---	---	---	0.8	1.1	---	---	---	---	1.9
Vacant Land	0.1	4.8	0.1	1.8	2.5	0.7	0.9	0.5	1.3	12.7
Streets & Lanes	---	5.5	5.2	39.8	16.7	9.4	0.2	8.4	1.7	86.9
	7.8	20.2	17.6	116.5	54.5	31.1	7.2	34.7	8.0	297.6

(1) A mixture of residential and other uses on the same lot, i.e. stores with apartments on second floor.

Sources of Information - City of Windsor Assessment Department
Field Survey

SECTION 2

Priority of Redevelopment (Illustration 35)

Based on the grading of the area and the urgency of redevelopment, an overall priority schedule was established for the redevelopment projects as follows:-

Priority	Project	Location
1	IV Central	Goyeau-Marentette, N. of Wyandotte
2	V Central	Howard, South of Wyandotte
3	VII Eastern	Riverside-Montreuil
4	VIII Eastern	Drouillard, S. of C. N. R.
5	VI Central	Marentette-Langlois North of Wyandotte
6	IX Eastern	Drouillard, N. of C. N. R.
7	I Western	Sandwich - Brock
8	II Western	Brock - Peter
9	III Central	University- Caron

Rehabilitation Areas (Illustrations 33 and 36)

These areas, lettered A-T are shown on Illustration 36 and, generally, adjoin the areas recommended for redevelopment. Three grades of rehabilitation are indicated which denote the degree of improvement required within the area, Grade 1 areas requiring most improvement and Grade III the least, improvement. The rehabilitation areas placed in category order are as follows:-

Grade 1 (most improvement)	Areas K, H, I, L, O & Q
Grade II (medium improvement)	Areas A, C, F, J, M, N, & G
Grade III (minor improvement)	Areas B, D, E, P, R, S & T

Between 15% and 33% of the residential structures in these areas are rated as being in fair condition. The majority of the structures are in good condition, although there are occasional blighted buildings. In rehabilitation area No. H, one half block on McDougall Avenue in the vicinity of Wigle Park warrants almost complete clearance. Within the areas there is generally a lack of adequate open space, an inefficient street pattern and some unsuitable mixtures of land uses.

PART 111

SECTION 2

Priorities

Based on the consideration of urgency and degree of rehabilitation required the following schedule of priority of rehabilitation was established.

Priority	Project	Location
1	G Central	Business
2	H Central	Windsor, S. of Wyandotte
3	K Central	Pierre, N. of Wyandotte
4	I Central	Dufferin-Giles
5	L Central	Langlois-Pierre, S. of Wyandotte
6	Q Eastern	Drouillard, N. of Essex Terminal Railway
7	O Central	Wyandotte-Lincoln
8	F W. Central	Church-Wyandotte
9	J Central	Louis, S. of Wyandotte
10	A Western	Sandwich Street
11	C Western	California Avenue
12	N Central	Wyandotte-Moy
13	M Central	Erie-Marion
14	R Eastern	Drouillard, S. of Essex Terminal Railway
15	D W. Central	University-Oak
16	E W. Central	Oak-College
17	T Eastern	George-Franklin
18	B Western	Felix Avenue
19	P Eastern	Monmouth-Ontario
20	S Eastern	Wyandotte-Pratt

Conservation Areas

The remainder of the City not included in the redevelopment and rehabilitation areas consists of basically sound neighbourhoods, and for these conservation measures are proposed. Very little deterioration is evident, and certainly not enough to warrant the areas being regarded as rehabilitation areas. The Majority of the structures are in good or very good condition, with a few fair condition structures and only an occasional structure in poor condition. There are sixteen conservation neighbourhoods, two of which are basically new, eleven contain middle aged and wartime housing and three are old neighbourhoods.

THE SUBURBAN MUNICIPALITIES

In the suburbs blight has not reached the proportions attained in the City. However, there is one area requiring redevelopment and seven areas requiring rehabilitation.

Redevelopment Area S. I. (Illustration 34)

This area is in the Town of Tecumseh and is bounded by St. Thomas Street, Victoria Road, Clarice Avenue and Barry Street. Most of the dwellings are of substandard construction and are in need of early clearance.

PART III

SECTION 2

Rehabilitation (Illustration 34)

The boundaries of the rehabilitation areas are as follows:-

Township of Sandwich West

Area S. A.

River Avenue, Chappus Street, Highway 18 and Broadway Street.

Area S. B.

Tecumseh Boulevard, Rankin Avenue, Quebec Street, and Highway No. 3.

Area S. C.

The west side of South Cameron Road between Tecumseh Boulevard and Superior Street, and Dominion Boulevard and Victoria Avenue, between Toronto Street and Superior Street.

Area S. D.

Canadian Pacific Railway, Essex Terminal Railway and adjacent to Tecumseh Boulevard and west of Highway No. 3 B; the area contains Caron Avenue, Janette Avenue and Charles Avenue.

Township of Sandwich East

Area S. E.

Ford Boulevard, Lawrence Avenue, Westminster Avenue and Canadian National Railway.

Area S. F.

Jefferson Street, Lawrence Avenue, Ferndale Avenue and Canadian National Railway.

The Town of Riverside

Area S. G.

North side of Riverside Drive between Clover Avenue and Lakeview Avenue.

The rehabilitation areas are fairly uniform in the degree of improvement required and therefore have not been divided into grades.

All the rehabilitation areas with the exception of Area S. G. are in the vicinity of the city limits and consist of development that has taken place spasmodically. The condition of structures range from good to poor. With the exception of Areas SA, SB, SC and SG railway tracks are in close vicinity to the areas, and in the case of Area SA the presence of large coal dumps to north east may have contributed to the deterioration of the neighbourhood. Area SG is a special type of rehabilitation area, consisting of summer cottages and permanent residences in varying degrees of maintenance and structural condition.

PART 111

SECTION 2

Conservation Areas

Conservation measures are equally important within the urban areas of the municipalities surrounding the City as within the City, and all urban areas with the exception of the redevelopment and rehabilitation areas listed should be considered as conservation areas.

SECTION 3

PROPOSALS

RENEWAL IN THE CITY

In these areas, where age, physical deterioration of structures and an unsuitable mixture of land uses have created widespread blight, it is intended that all housing shall be removed and the land cleared progressively within a five year period. However, buildings in good condition will not be cleared unless there are distinct advantages to this action. Such buildings may be moved to a new site. The aim in clearance should be to create areas large enough for subdivision with improved street pattern and community facilities. The boundaries of redevelopment areas will require further detailed study at the time when clearance action is being considered in order to take into account any new factors that may have arisen since the preparation of this report.

These areas contain a proportion of residential buildings in fair condition, but these are so surrounded by structures of poor and very poor condition that individual rehabilitation would not be adequate treatment to remove the blight present. The following Table No. 6 gives a summary of the main details of the redevelopment areas.

TABLE 6

Total Redevelopment Areas

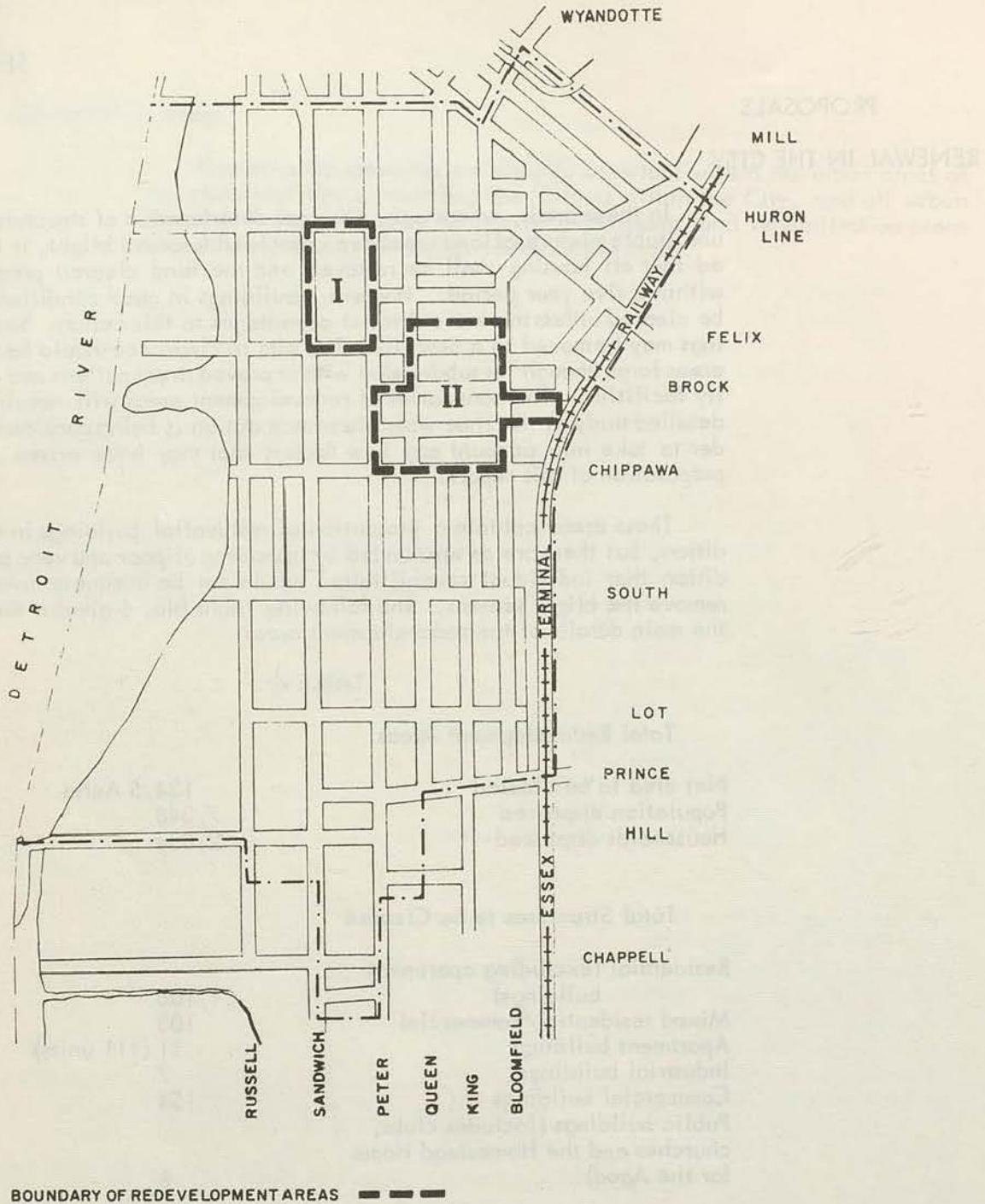
Net area to be cleared	134.5 Acres
Population displaced	7,348
Households displaced	2,054

Total Structures to be Cleared

Residential (excluding apartment buildings)	1,108
Mixed residential/commercial	103
Apartment buildings	11 (111 units)
Industrial buildings	7
Commercial buildings	154
Public buildings (includes clubs, churches and the Homestead Home for the Aged)	8
Total	1,391

Note :

The above areas include those for which redevelopment proposals have been submitted by the City of Windsor to the Federal and Provincial Government.



REDEVELOPMENT AREAS I & II

ILLUSTRATION 37

CITY OF WINDSOR URBAN RENEWAL STUDY

E G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD

0 400 800 1200 1600 FT.

Redevelopment Areas

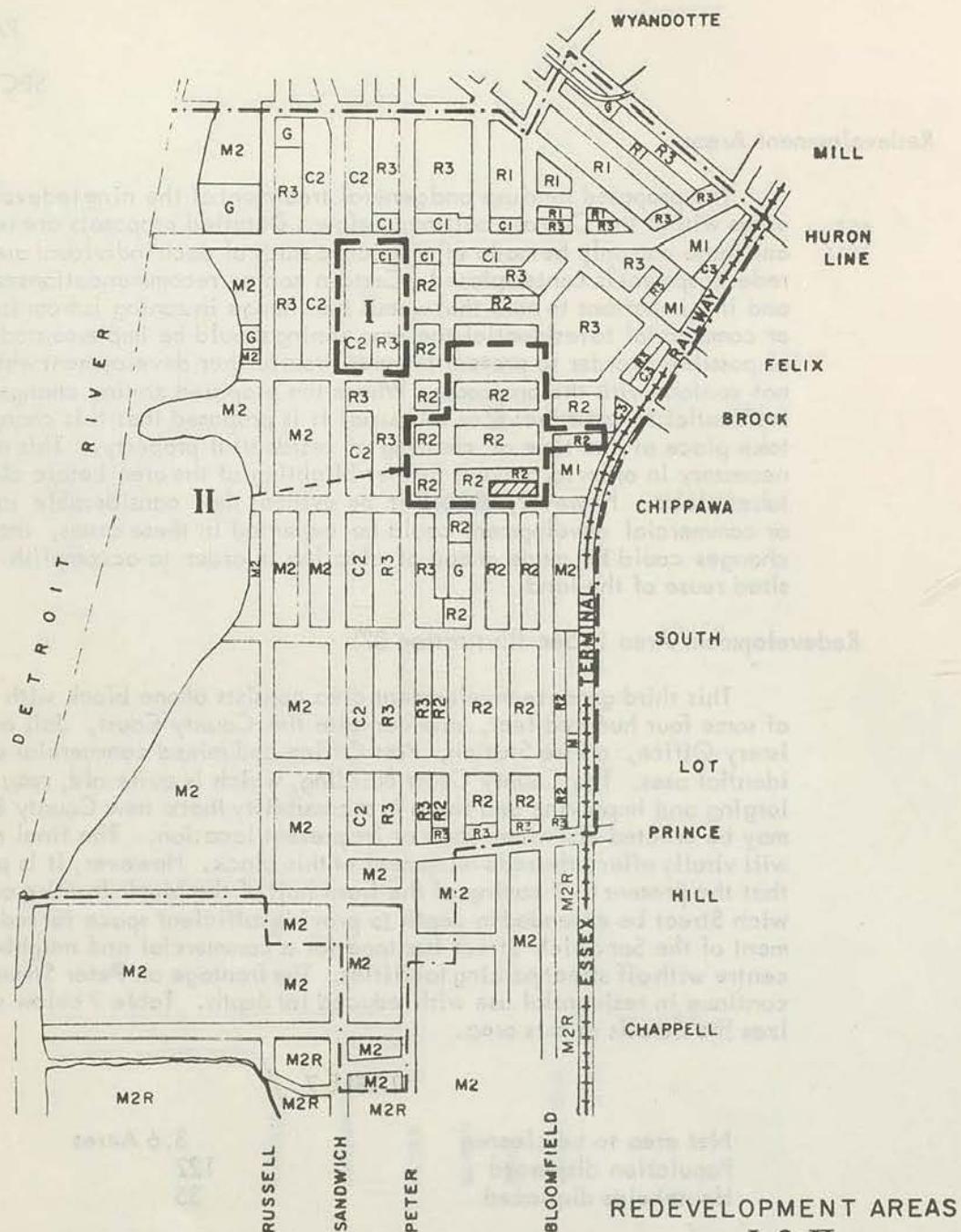
The proposed land use and general treatment of the nine redevelopment areas within the City are outlined below. Detailed proposals are not given and these can only be made after specific study of each individual area when redevelopment is contemplated. Certain zoning recommendations are made and it is important to note that where the change in zoning is from industrial or commercial to residential the new zoning should be implemented as soon as possible in order to protect the area from further development which does not conform with the proposals. Where the proposed zoning change is from residential to commercial or industrial it is proposed that this change shall take place at the time of clearing of residential property. This action is necessary in order to prevent further blighting of the area before clearance takes place. However, should it be evident that considerable industrial or commercial development could be expected in these areas, the zoning changes could be made ahead of clearing in order to accomplish the desired reuse of the land.

Redevelopment Area 1 (See Illustration 37)

This third grade redevelopment area consists of one block with a depth of some four hundred feet, and contains the County Court, Jail and Registry Office, a Fire Station, Post Office and mixed commercial and residential uses. The County Court Building, which is quite old, requires enlarging and improving and there is a possibility that a new County Building may be erected elsewhere than at its present location. The final decision will vitally effect the redevelopment of this block. However, it is proposed that the present C-2 zoning of the front half of the block fronting on Sandwich Street be extended in depth to provide sufficient space for redevelopment of the Sandwich Street frontage for a commercial and neighbourhood centre with off street parking facilities. The frontage on Peter Street should continue in residential use with reduced lot depth. Table 7 below summarizes the details of this area.

TABLE 7

Net area to be cleared	3.6 Acres
Population displaced	122
Households displaced	35
 Structures to be cleared	
Residential	10
Mixed residential-commercial	8
Public buildings	1
Total	19



ZONES	
GREEN AREA	G
RESIDENTIAL	R1
	R2
	R3
COMMERCIAL	C1
	C2
	C3
MANUFACTURING	M1
	M2
	M2R

**ZONE CHANGES
RECOMMENDED**

RECOMMENDED

FROM C3 TO R2

REDEVELOPMENT AREAS

I 8 II

**EXISTING AND PROPOSED
Z O N I N G**



0 400 800 1200 1600

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Redevelopment Area 11 (See Illustration 37)

This third grade redevelopment area is predominantly residential in character, with some twenty percent of the land vacant. The present zoning is mainly residential, and it is proposed that this use shall continue after redevelopment. The clearance of buildings, together with the already vacant land and the possible closing of streets will provide sufficient area for satisfactory redevelopment for residential purposes.

The only non-residential zoning is a commercial (C3) zone of 0.8 acres at the north east corner of Chippawa Street and Bloomfield Road which is occupied by a coal storage yard. (See Illustration 38). It is recommended that this zoning be changed to residential (R2) and the yard cleared, when redevelopment takes place. The existing use is industrial in character and if retained would detract from the residential nature of the area.

Table 8 below summarizes the main details of the area.

TABLE 8

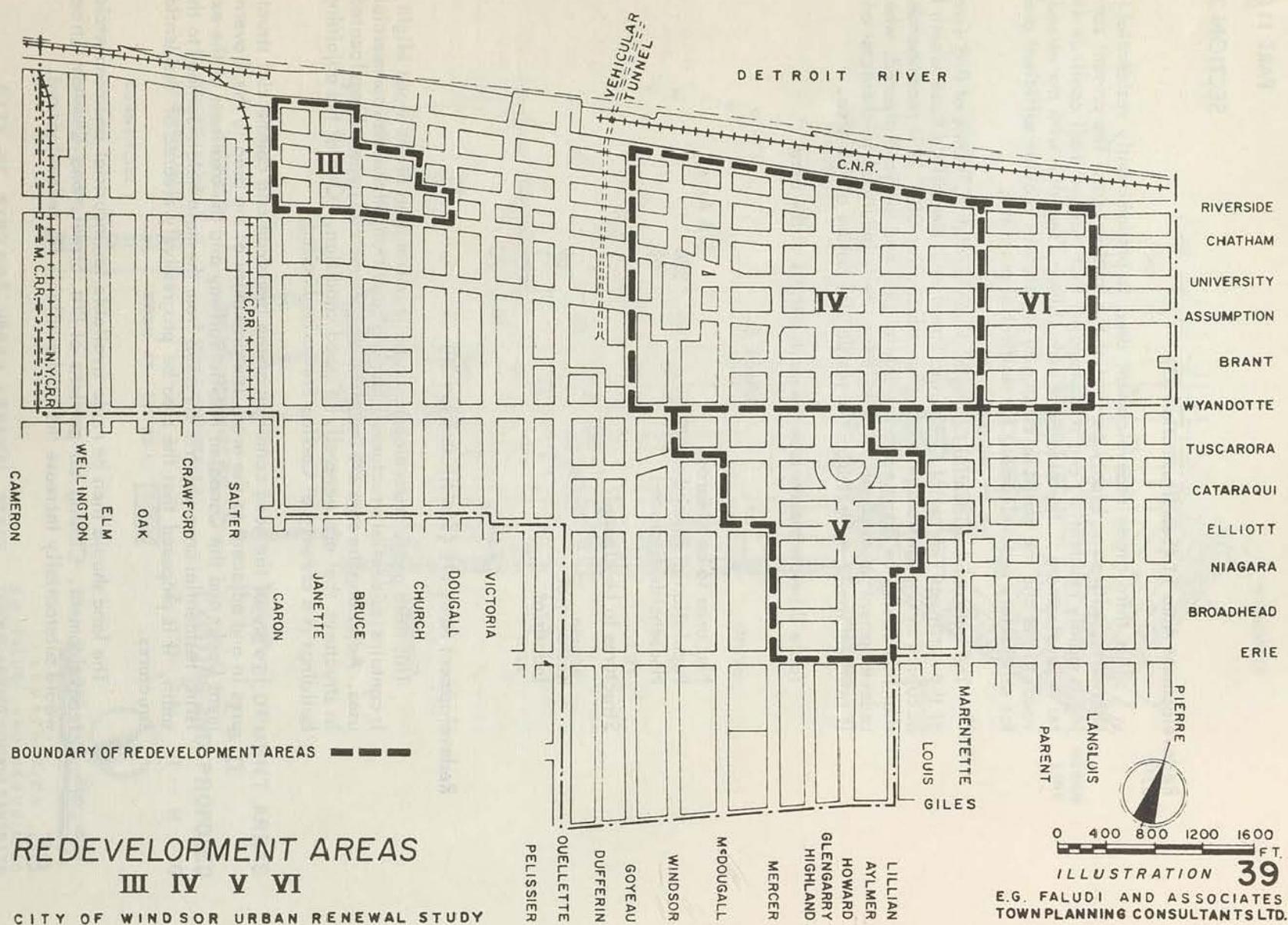
Net area to be cleared	6.6 Acres
Population displaced	390
Households displaced	83
 Structures to be cleared	
Residential	69
Industrial	1
Total	70

Redevelopment Area 111 (See Illustration 39)

This third grade redevelopment area is not an area of the worst blight. It contains residential structures in varying condition, mixed with commercial uses. Adjoining the area are industrial and commercial undertakings located in structures that are generally in good condition. One of the adjoining buildings is a brewery of Carling Breweries Limited.

In view of the good condition of the industrial and commercial structures in and adjacent to the area, the proximity of the area to the Government Docks and the Canadian Pacific Railway and the smallness of the existing residential area which is divorced from the main neighbourhood to the south, it is proposed that the area be progressively cleared of residential structures.

The land should then be made available for industrial and commercial redevelopment. Closing off portions of Pitt Street, and Chatham Street would substantially increase the land available for redevelopment.



PART III

SECTION 3

The area is presently zoned industrial (M-1) in the north and the remainder is zoned commercial (C-3). (See Illustration No. 39). No zoning changes are proposed. Details of this area are summarized in Table 9 below.

TABLE 9

Net area to be cleared	7.6 Acres
Population displaced	619
Households displaced	252
Structures to be cleared	
Residential (excluding apartment buildings)	88
Apartment Buildings	<u>3 (65 Units)</u>
Total	91

Redevelopment Area 1V (See Illustration No. 39)

This is a grade 1 area, the most blighted in the City, and extends from Goyeau Street to Marentette Avenue, being bounded on the north by Riverside Drive and on the south by Wyandotte Street East. The area is large, containing 82.1 net acres. The severity of blight decreases somewhat eastwards from Glengarry Avenue, the most blighted conditions existing in the area surrounding the new City Hall.

There are several buildings in good and very good condition, notably the recently erected City Hall, the Police Buildings, and the Municipal Court Building all in the western extremity of the area. Other buildings in good structural condition include the Windsor Market, the Arena on McDougall Street, and All Saints Church adjacent to the City Hall. These buildings will of course, remain after redevelopment of the area but are included within the area because of their close relationship to the future use of the surrounding land.

North of the City Hall and extending a little more to the east is a mixed commercial and residential area containing many diverse uses which include the Windsor market, minor stores and hotels, a Salvation Army Hostel, the Greyhound Bus garage and several warehouses. The western portion of the area is often referred to as the "skid row" of Windsor.

South of the City Hall is an area of mixed commercial and residential uses, the major commercial undertaking being an automobile sales and service building in good condition.

The remainder of the area is predominantly residential in character, apart from some scattered commercial uses and the retail commercial development along Wyandotte Street East.

PART III

SECTION 3

City of Windsor By-law No. 1872

On August 18th, 1958 the City Council passed the above By-law designating two portions of area 1V as redevelopment areas. These are shown on Illustration No. 40 and are located immediately north and east of the City Hall. The reuse of these areas after redevelopment was the subject of an interim report prepared by the Consultants addressed to the Mayor. This report indicated that the reuse of the area to the east of the City Hall was justified for housing purposes whilst that to the north of the City Hall was justified for civic, institutional and business use. The redevelopment proposals later submitted by the City to the Federal and Provincial Governments have included the uses recommended in the interim report, with the addition that apartment buildings in the luxury category may be permitted in the area adjoining Riverside Drive.

Changes to the Official Plans and Zoning By-law designations will be necessary for the implementation of the redevelopment proposals submitted by the City in respect of the area to the east of the City Hall. This area is presently zoned Commercial (C3) and the intended use is for residential purposes.

It is proposed to close Pitt Street and Chatham Street in the northern area and Assumption Street, Brant Street and Mercer Street in the eastern section; Riverside Drive and McDougall Avenue are to be widened and University Avenue is to be widened and realigned.

Reuse of the Remainder of Area 1V

The remainder of area 1V for which redevelopment proposals have not been submitted by the City can be divided into three sections as follows:-

- (a) The area south of the City Hall to Wyandotte Street between Goyeo Street and McDougall Avenue.

This is presently zoned Commercial (C3), and is occupied by a mixture of commercial and residential uses. It is proposed that this area, after clearance of residential structures be used for commercial purposes. It is desirable that these uses be of a service nature, but should exclude shopping.

- (b) The area bounded by Riverside Drive, Glengarry Avenue, University Avenue and the lane west of Windsor Market.

This is at present zoned Commercial (C3), and contains residential and mixed residential commercial property, and commercial development including the Windsor Market, Grayhound Bus garage, a Dairy and several warehouses. The future use of the area is dependent upon two factors - the future of the Windsor Market and of the C. N. R. Yard and the Ferry slips of the Wabash Railway Company on the waterfront. If these two factors were eliminated the best use of the land would be for high rise apartments for the higher income tenant. The closeness of the area to downtown Windsor and the riverfront setting are two advantages of the site.

PART 111

SECTION 3

In addition residential development is proposed to the south and the residential neighbourhood to the east is proposed to be redeveloped for residential purposes. It is not considered that the present mixture of commercial uses is compatible with the nearby Civic Centre and that the commercial undertakings could operate efficiently elsewhere. Their present location does not appear to have been selected for functional reasons but mainly as a result of history and the availability of cheap, blighted land.

However, pending decisions being reached regarding the Market and Railway Yard it is not possible to state definitely the future use of this particular area. For the purpose of estimating population displacement and clearance costs, it was considered as being cleared of all buildings except the Market Hall and Fire Hall, the reuse of the land being considered as residential.

- (c) The remainder of redevelopment Area 1V east of Glengarry Avenue.

It is proposed to redevelop this area for residential purposes with a local shopping area on Wyandotte Street East. The present zoning and use is mainly residential. A specific study has been made for this area in order to present a scheme for redevelopment and is described in Section 4 (A) of Part 111 of this study.

Official Plan Changes and Zoning By-law Amendments

The following Official Plan and Zoning Changes are recommended in order to protect the area from further commercial development, which would prejudice future redevelopment for residential purposes (See Illustration 40)

1. Area bounded by Brant Street, Aylmer Avenue, Wyandotte Street and Glengarry Avenue:- From Commercial (C3) to Residential (R3):-

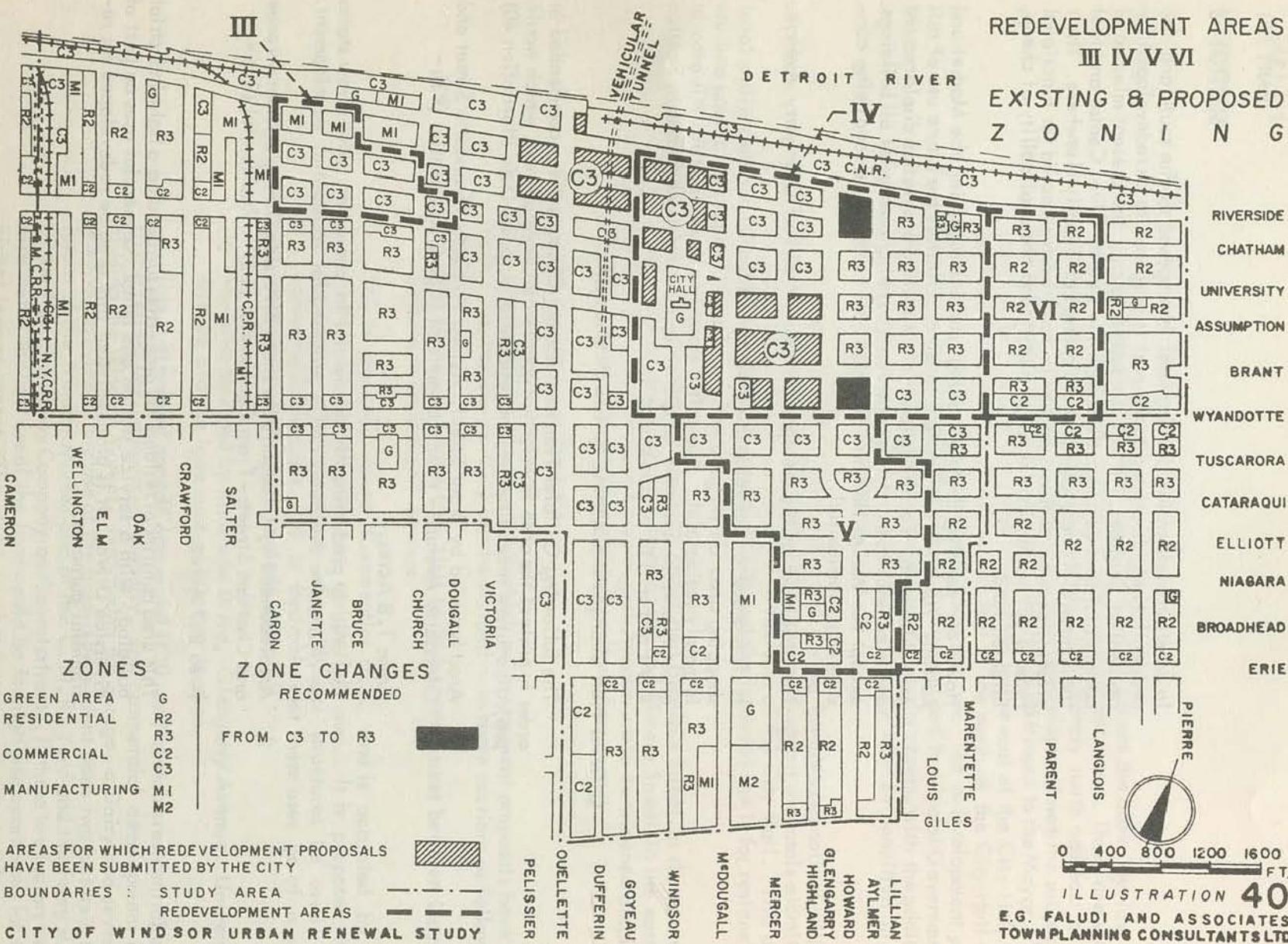
Area: 1.8 Acres.

This area is predominantly residential in character, with a few stores on Wyandotte Avenue, and is proposed for residential development.

2. Area bounded by Glengarry Avenue, Riverside Drive, Aylmer Avenue and Chatham Street:- From Commercial (C3) to Residential (R3):-

Area 2.7 Acres.

This area consists of residential properties surrounding a light industrial building, with a service station and minor commercial uses on part of Riverside Drive. It is proposed that this area be redeveloped for residential purposes.



Circulation

On redevelopment it is recommended that the following streets be closed within the area in order to prevent through traffic and also to provide large enough areas of land for proper subdivision.

Chatham Street
University Avenue East
Brant Street
Aylmer Avenue
Louis Avenue

It will be noted that the main traffic circulation, after closing of the above streets, will be around the perimeter of the area. Aylmer Avenue and Glengarry Avenue are presently one way streets, joining Howard Avenue south of Wyandotte Street. On redevelopment it is recommended that Glengarry Avenue be widened to permit the continuation of Howard Avenue to Riverside Drive. The present one way street system isolates a narrow residential strip between the two one way streets.

It will also be noted that it is proposed that University Avenue terminate at Glengarry Avenue, and that Assumption Street continue from Glengarry Avenue as an east-west route. It is considered that the improvement and extension of University Avenue eastwards from Glengarry Avenue as a main traffic route, as at one time proposed, will be detrimental to the residential areas through which the road would pass. The proposal would divide the residential areas into small units sandwiched between three east-west traffic routes. The recommendation is that Assumption Street function as a minor east-west route for residential traffic.

Table 10 below gives a summary of the details of redevelopment area 1V.

TABLE 10

Net area to be cleared	62.0 Acres
Population displaced	3294
Households displaced	900
 Structures to be cleared	
Residential (excluding apartment buildings)	426
Mixed Resident/Commercial	59
Apartment Buildings	8 (42 Units)
Industrial	2
Commercial	110
Public Buildings	7
Total	611

Note:

The above figures include the areas to be cleared under the redevelopment proposals already prepared by the City of Windsor.

PART III

SECTION 3

Redevelopment Area V (See Illustration 39)

This is a second grade redevelopment area, and is mainly residential in use and zoning with some commercial infiltration into the residential area. It is proposed that this area be redeveloped mainly for residential uses in accordance with the present zoning. There are two parks in the area but play areas are required. Minor streets should be closed in order to reduce through traffic and safe guard the character of the residential area.

The northern portion of the area between Wyandotte Street and Tuscarora Street, and between Windsor Avenue and Aylmer Avenue, is zoned commercial (C-3) and is presently occupied by a mixture of residential and commercial uses.

In addition the frontage along Erie Street in the south of the area is zoned commercial (C-2) and is only partly used for commercial purposes. Further study of these commercial zones should be made when the actual redevelopment of the area is considered. (See Illustration No. 40)

Table 11 below gives details of this area.

TABLE 11

Net area to be cleared	19.7 Acres
Population displaced	1130
Households displaced	300
 Structures to be cleared	
Residential	203
Mixed residential/commercial	5
Commercial	27
Total	235

Redevelopment Area V1 (See Illustration 39)

This second grade redevelopment area is predominantly residential in use and zoning, and, it is proposed that there shall be no change in either after redevelopment. It is recommended that Brant Street, Chatham Street University Avenue and Parent Avenue be closed in order to prevent undue traffic through the area and in order to provide sufficiently large blocks for efficient redevelopment. Assumption Street would remain as a minor east west route through the area.

Table 12 below gives details of the area.

TABLE 12

Net area to be cleared	16.1 Acres
Population displaced	757
Households displaced	198

SECTION 3

Structures to be removed

Residential	141
Mixed residential/commercial	7
Industrial	2
Commercial	4
Total	154

Redevelopment Area V11 (See Illustration 41)

This is a second grade redevelopment area consisting of poor quality housing mixed with industrial development. The housing is completely separated from any neighbourhood and has no community facilities. The area is zoned manufacturing (M-2), and it is proposed that this area be cleared of residential property and the land developed in accordance with the zoning. The land should be resubdivided after clearance and made available for private development.

Table 13 below gives details of this area.

TABLE 13

Net area to be cleared	1.6 Acres
Population displaced	100
Households displaced	26
Structures to be cleared	
Residential	14
Mixed Residential/Commercial	2
Commercial	2
Total	18

Redevelopment Area V111 (see Illustration 42)

This second grade redevelopment area forms part of a neighbourhood centred on Drouillard Road. This neighbourhood is virtually surrounded by industrial uses, and has deteriorated as a result of many factors. The complete absence of public open space, infiltration of commercial uses into residential blocks, residential development on shallow lots, a gridiron street pattern and unregulated traffic have all been contributing factors.

However the majority of the neighbourhood is capable of rehabilitation with the exception of redevelopment area V111.

It is proposed that the portion of the redevelopment area north of Edna Street consisting of mixed residential, commercial and industrial uses be cleared of residential property and redeveloped in accordance with the present zoning Manufacturing (M2).

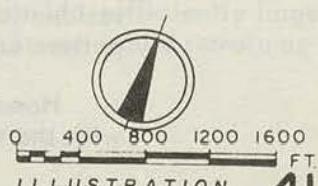
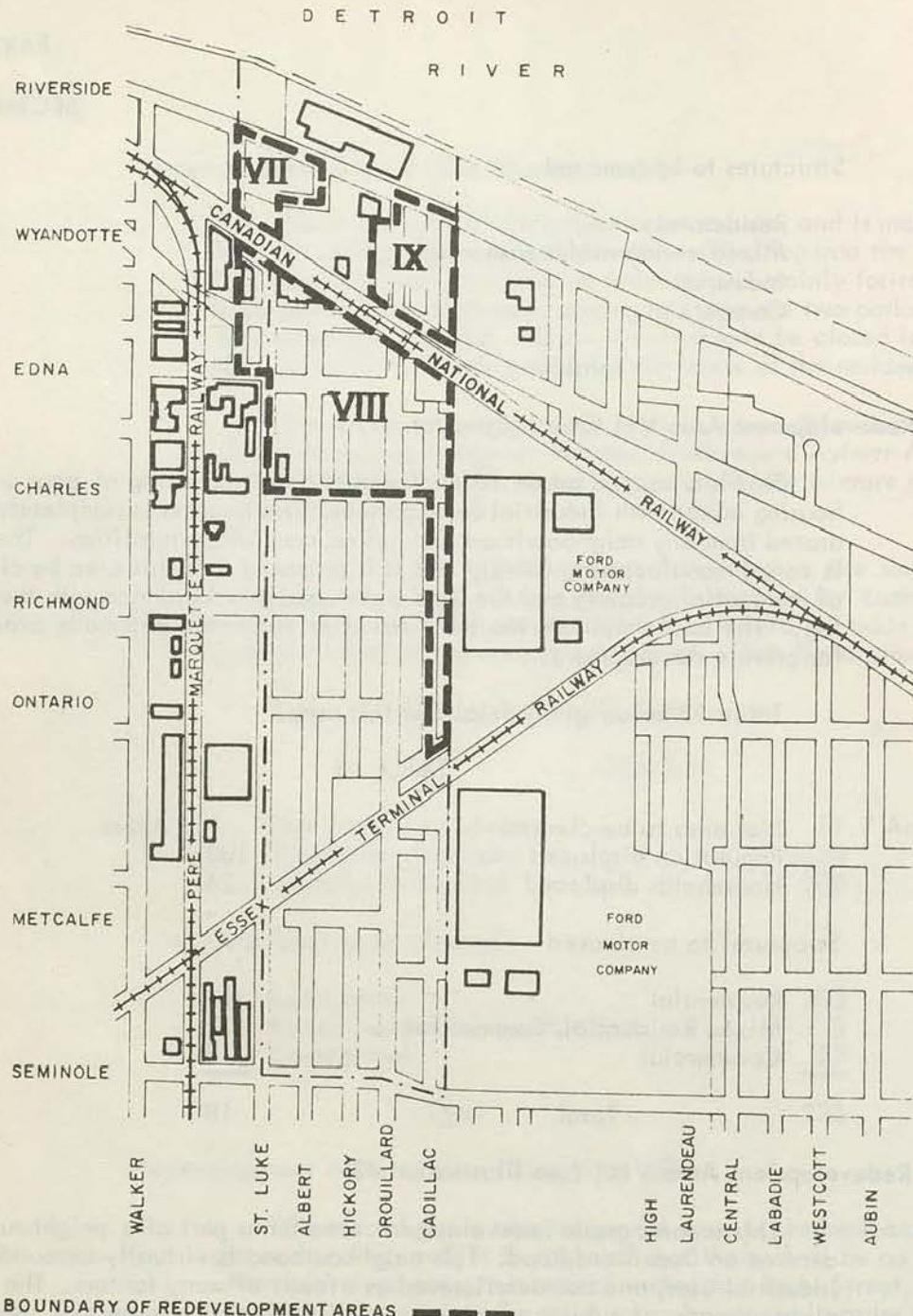


ILLUSTRATION 41
E.C. FALUDI AND ASSOCIATES
TOWNPLANNING CONSULTANTS LTD

CITY OF WINDSOR URBAN RENEWAL STUDY

PART 111

SECTION 3

South of Edna Street the predominant use is residential with strip commercial development along Drouillard Road. It is proposed that this area be redeveloped for residential purposes in conjunction with the rehabilitation of the neighbourhood.

In order to secure and protect this development it is recommended that the following Official Plan and Zoning By-law amendments be made:- (Illustration 42).

1. From Manufacturing (M-1) to Residential (R-2)
 - (a) East side of St. Luke Road between Edna Street and Charles Street.
 - (b) Both sides of Cadillac Street between Trenton Street and Charles Street.
 - (c) East side of Cadillac Street between Charles Street and Deming Street.

Total Area:- 6.5 Acres.

2. From Manufacturing (M-1) to Commercial (C-2)
 - (a) West side of Drouillard Road between Edna Street and Charles Street.
 - (b) East side of Drouillard Road between Trenton Street and Charles Street.

Total Area:- 2.8 Acres.

It should be noted that the average depth of these lots at present zoned for manufacturing is only 100 feet which is an inadequate depth for efficient industrial development.

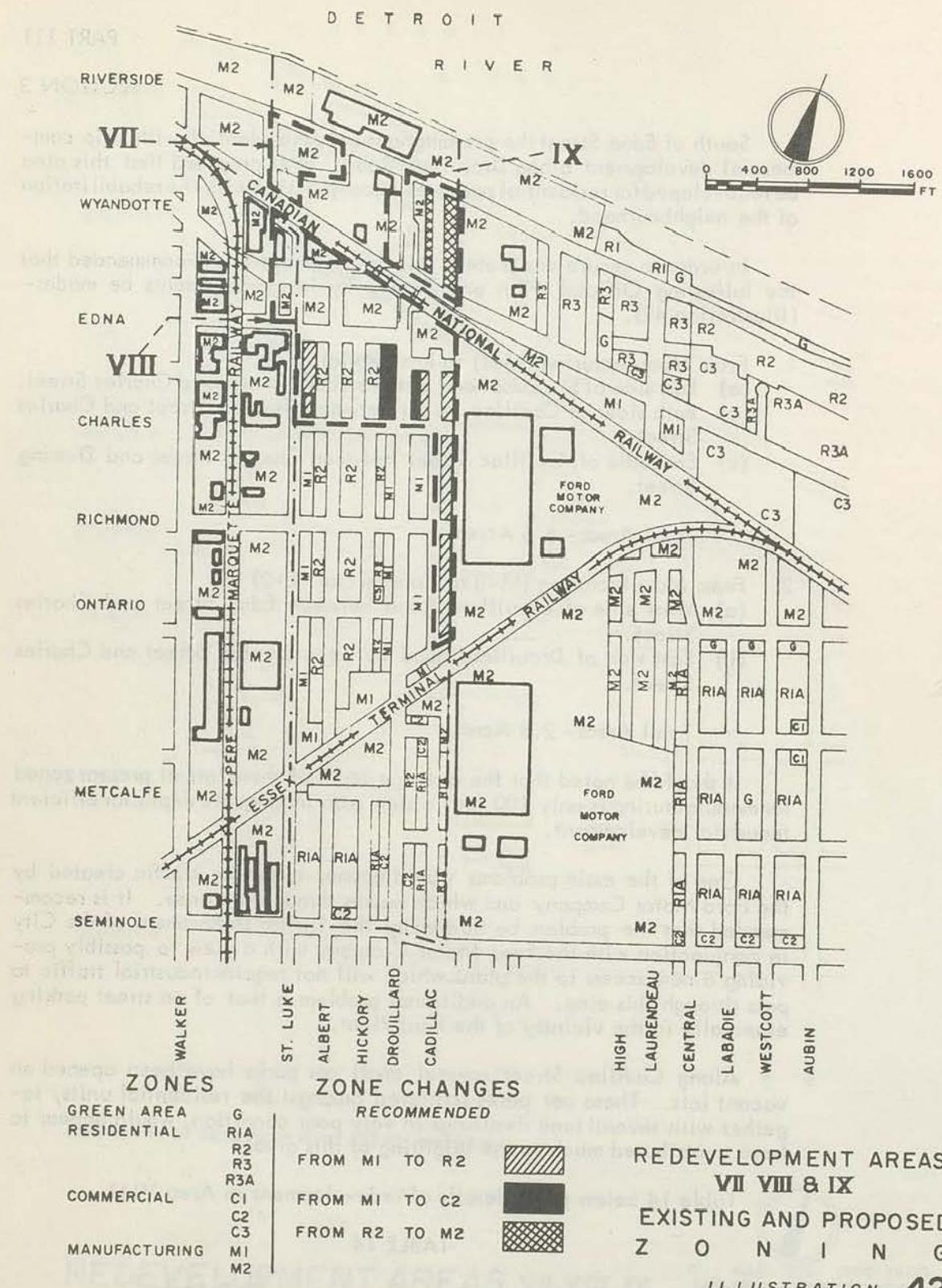
One of the main problems would appear to be the traffic created by the Ford Motor Company and which passes through the area. It is recommended that the problem be studied by the Traffic Department of the City in conjunction with the Ford Motor Company with a view to possibly providing a new access to the plant which will not require industrial traffic to pass through this area. An additional problem is that of on street parking especially in the vicinity of the Ford Plant.

Along Cadillac Street several small car parks have been opened on vacant lots. These car parks scattered amongst the residential units, together with several lane dwellings in very poor condition, would appear to have contributed much to the blighting of this area.

Table 14 below gives details of redevelopment in Area V111

TABLE 14

Net area to be cleared	13.7 Acres
Population displaced	757
Households displaced	215



CITY OF WINDSOR URBAN RENEWAL STUDY

E G FALUDI AND ASSOCIATES
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PART III

SECTION 3

REHABILITATION
Structures to be cleared

Residential	123
Mixed Residential/Commercial	18
Industrial	2
Commercial	9
Total	152

Redevelopment Area 1X (See Illustration 41)

This is another small residential area surrounded by industrial development and is a second grade redevelopment area. It is divorced from nearly all community facilities by this industry and by Riverside Drive to the north and Wyandotte Street to the south. The only community facility is Our Lady of the Lake Church on Riverside Drive.

It is proposed that this area be cleared of residential property and the land be made available for industrial development.

The following zoning change is recommended for this purpose--(See Illustration 42).

From residential (R-2 to manufacturing (M-2)
Both sides of Cadillac Street between Riverside Drive and Wyandotte Street.

Total Area:- 2.8 Acres

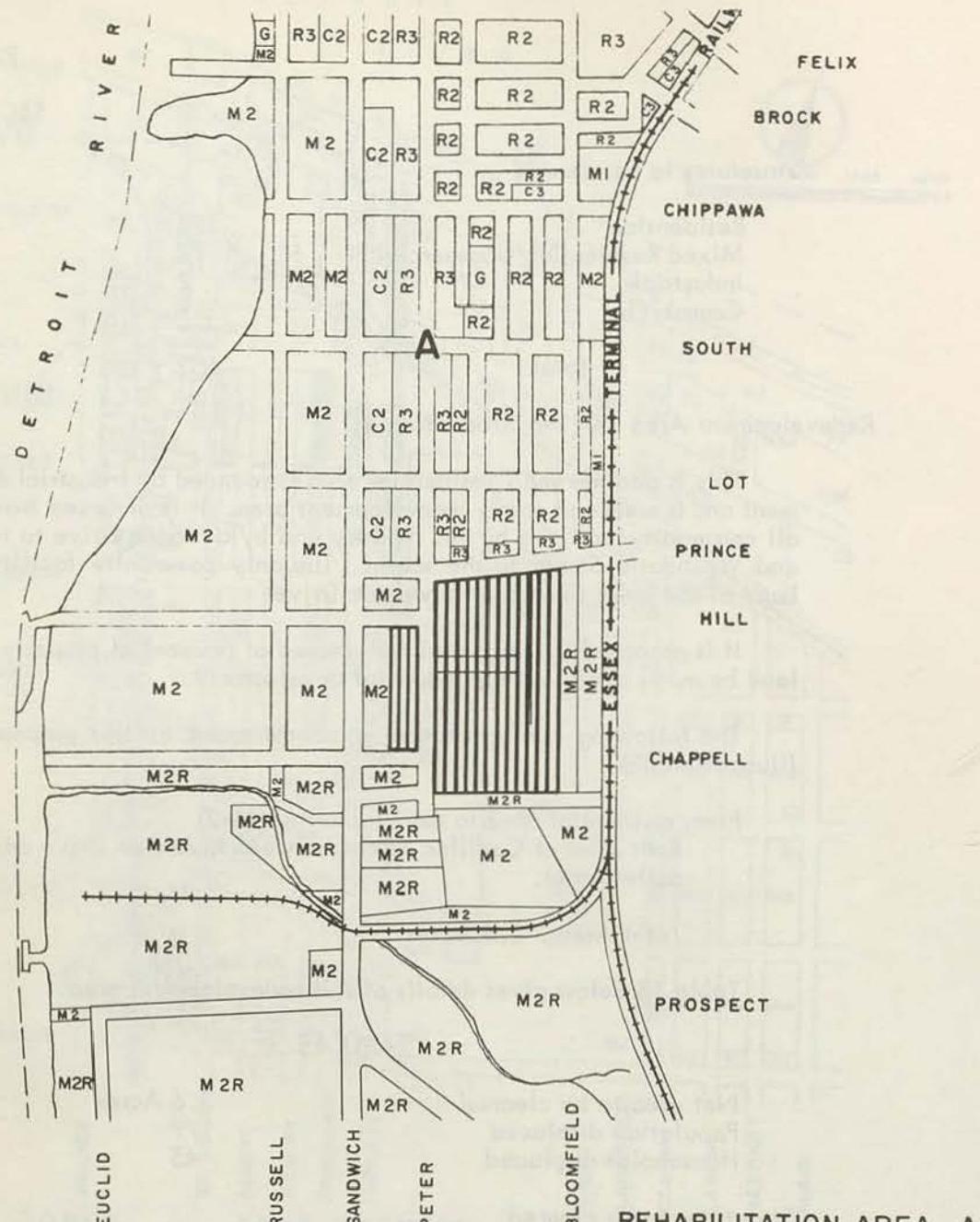
Table 15 below gives details of this redevelopment area.

TABLE 15

Net area to be cleared	3.6 Acres
Population displaced	179
Households displaced	45

Structures to be cleared

Residential	35
Mixed Residential/Commercial	4
Commercial Buildings	2
Total	41



ZONES

GREEN AREA	G
RESIDENTIAL	R2
	R3
COMMERCIAL	C2
	C3
MANUFACTURING	MI
	M2
	M2R

**ZONE CHANGES
RECOMMENDED**

FROM M2 TO R3

**REHABILITATION AREA A
EXISTING AND PROPOSED
Z O N I N G**

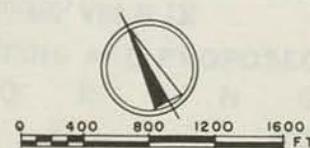


ILLUSTRATION 43

CITY OF WINDSOR URBAN RENEWAL STUDY

E.G. FALUDI AND ASSOCIATES
TOWNPLANNING CONSULTANTS LTD

REHABILITATION AREAS

In these areas the only clearance generally necessary is that of individual blighted structures, although in Rehabilitation Area H there is an area consisting of a number of blighted structures which require clearance. This is on the west side of McDougall Avenue between Giles Boulevard and Erie Street and consists of 3.06 acres. Clearance would displace a population of 88 from 18 dwelling structures containing 21 households.

It is possible that some partial clearance may be necessary in order to provide or improve community facilities such as parks, play areas, schools or shopping facilities and such clearance may entail the removal of some structurally sound buildings.

Other treatment necessary for rehabilitation will be the improvement of existing circulation within the neighbourhoods by the elimination of through traffic wherever possible and by the provision of off street parking. The possibility of clearing lanes of derelict structures and dwellings to provide parking and play areas will need to be investigated.

Briefly, rehabilitation will mean removal of blight causing factors such as blighted structures and uses incompatible with the neighbourhood, and improvements in community facilities and circulation, together with the enforcement of by-law provisions and the encouragement of citizen co-operation.

The Rehabilitation Areas are generally residential in character, with the exception of the central area of the City, and it is not intended to change the basic character. However, certain Official Plan Amendments and Zoning Changes would appear to be necessary after investigation of the neighbourhoods and these are listed below:-

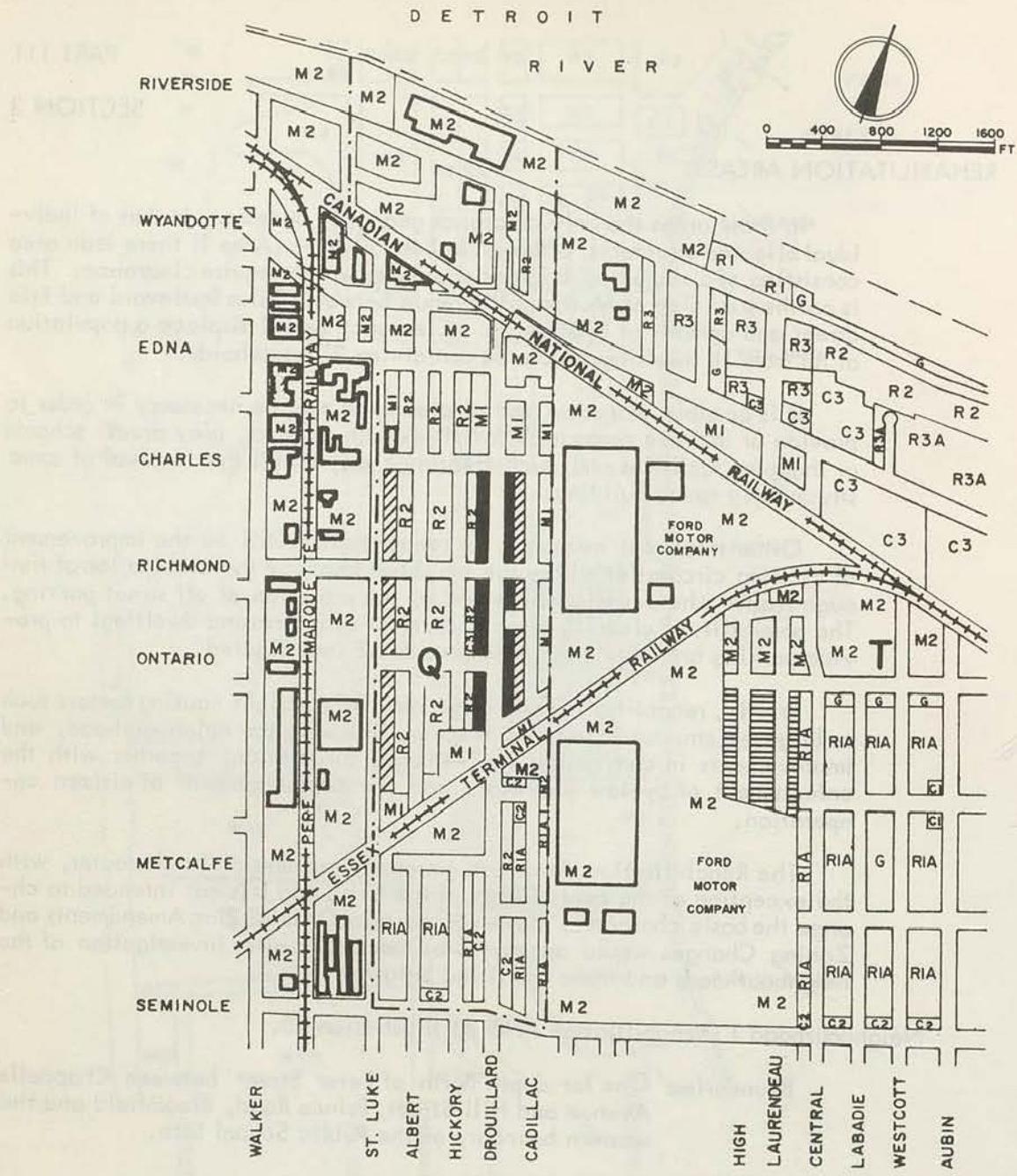
Neighbourhood 1 (Rehabilitation Area A) Illustration 43.

Boundaries: One lot depth north of Peter Street between Chappelle Avenue and Hill Street, Prince Road, Bloomfield and the western boundary of the Public School Site.

Recommended Zoning Change:-
From Manufacturing (M-1) to Residential (R-3).

This area is residential in character and the existence of a Public School and a Separate School on the western and south western edges of the boundary would justify the proposed change in zoning. There are numerous vacant lots in the area and the proposed zoning would probably encourage residential construction.

Net Area:- 26.2 acres.



ZONES

GREEN AREA
RESIDENTIAL

G
RIA
R2

R3
R3A

C1
C2

C3

MANUFACTURING

MI
M2

ZONE CHANGES

RECOMMENDED

FROM M2 TO RIA

FROM MI TO R2

FROM MI TO C2



REHABILITATION AREAS Q & T

EXISTING AND PROPOSED ZONING

ILLUSTRATION **44**

CITY OF WINDSOR URBAN RENEWAL STUDY

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SECTION 3

Neighbourhood 21 (Rehabilitation Area Q) Illustration 44

- (a) **Boundaries:** West side of Cadillac Street, Charles Street and Deming Street, lane west of Cadillac Street.

Recommended Zoning Change:-
From Manufacturing (M-1) to Residential (R-2)

This area is predominantly residential in character, and is unlikely to be developed for industrial purposes, especially as the lot depth of 100 feet is unsuitable for these purposes.

Net area 2.9 acres.

- (b) **Boundaries:** The lanes east and west of Drouillard Road, Charles Street and Deming Street.

Recommended Zoning Change:-
From Manufacturing (M-1) to Commercial (C-2)

Consisting of mixed residential and commercial development this area is unlikely to be developed for industrial use, the lot depth being only 100 feet.

Net area 7.0 acres.

- (c) **Boundaries:** St. Luke Road, Charles Street, the lane east of St. Luke Road to a point 300 feet north of the Essex Terminal Railway.

Recommended Zoning Change:-
From Manufacturing (M-1) to Residential (R-2)

This area is predominantly residential in use, and the west side of St. Luke Road is developed industrially. It is considered any further extension of industry into the neighbourhood will be detrimental to the residential environment. In addition, the 100 foot lot depth is not adequate for proper industrial development.

Net Area 4.7 acres.

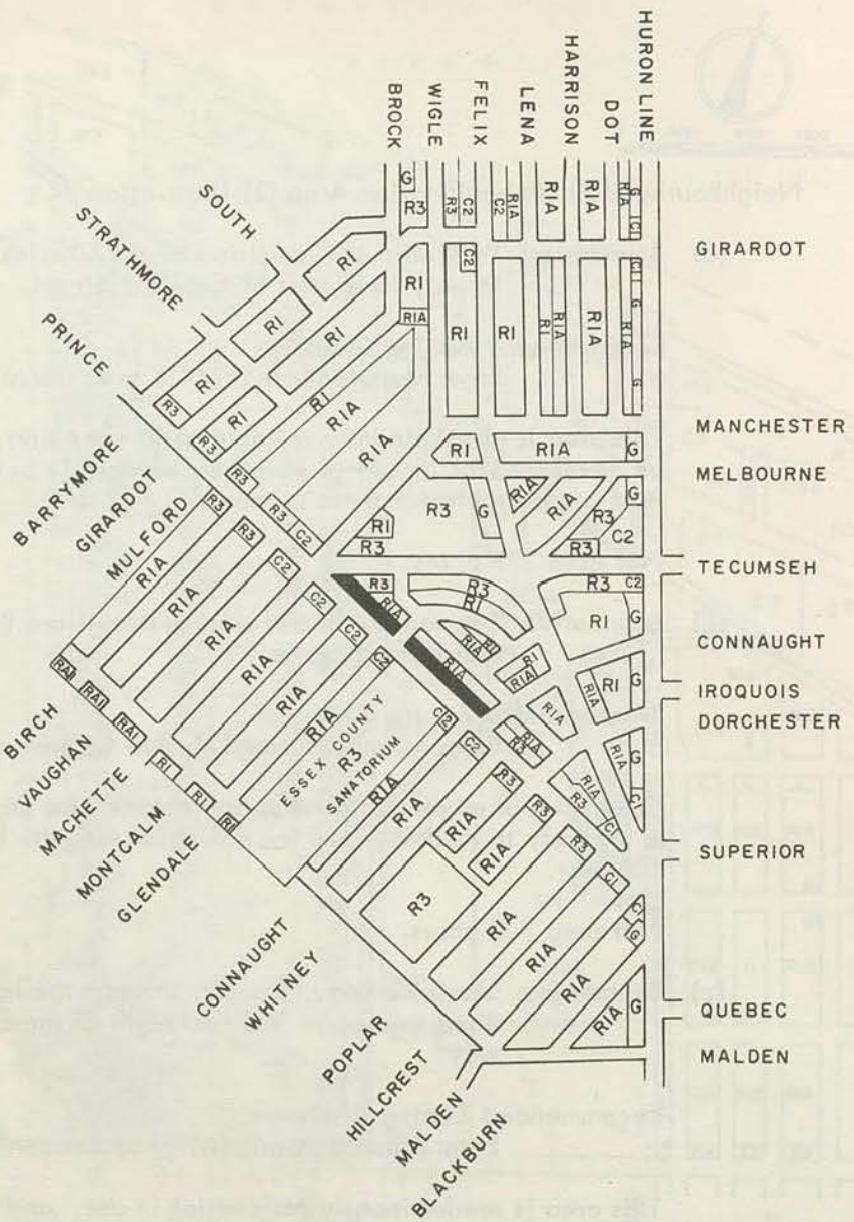
Neighbourhood 24 (Rehabilitation Area T) Illustration 44

Boundaries: Ontario Street, the lane west of Central Avenue and the Ford Motor Company property.

Recommended Zoning Change:
From Manufacturing (M-2) to Residential (R. I. A.)

Although there are many vacant lots, this area is residential in character, and forms part of the main residential area to the east.

Net area 7.9 acres.



NEIGHBOURHOOD 2

EXISTING & PROPOSED ZONING

ZONES	ZONE CHANGES
GREEN AREA	G
RESIDENTIAL	RI
	RIA
	R3
COMMERCIAL	CI
	C2

FROM C2 TO R3

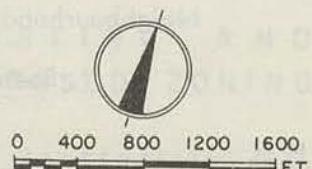


ILLUSTRATION 45
E.G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD.

CITY OF WINDSOR URBAN RENEWAL STUDY

SECTION 3

Rehabilitation Area G (Central Business Area)

On August 18th, 1958 the City Council passed By-law No. 1872 which designated for redevelopment the area bounded by Riverside Drive, Goyeau Street, Chatham Street, and Ferry Street, together with the site of the British American Hotel on Riverside Drive. Proposals submitted by the City to the Federal and Provincial Government indicate that the area will be redeveloped for business uses, with the site of the British American Hotel being used as an extension to the adjoining Riverfront Park.

This designated redevelopment area is not included in the redevelopment areas previously outlined in this study, but is included in a second category rehabilitation area. It is considered that the amount of clearance necessary in this area does not justify a redevelopment category as established for this study.

CONSERVATION AREAS

In these basically sound areas a conservation programme is proposed, the major items of which are enforcement of By-laws and the encouragement of citizens co-operation in conservation. The aim of such a programme will be to maintain the stability of the neighbourhoods by the prevention of blight producing factors such as unsuitable mixture of land uses, neglect of property and grounds, excess traffic and on street parking.

Revision of zoning by-law designations may be necessary in some areas to protect the existing development. It is recommended that the following Official Plan and Zoning By-law Amendments be made:

Neighbourhood 2 (Illustration 45)

Boundaries: Prince Road, Tecumseh Boulevard, the lane north of Prince Road and Connaught Road.

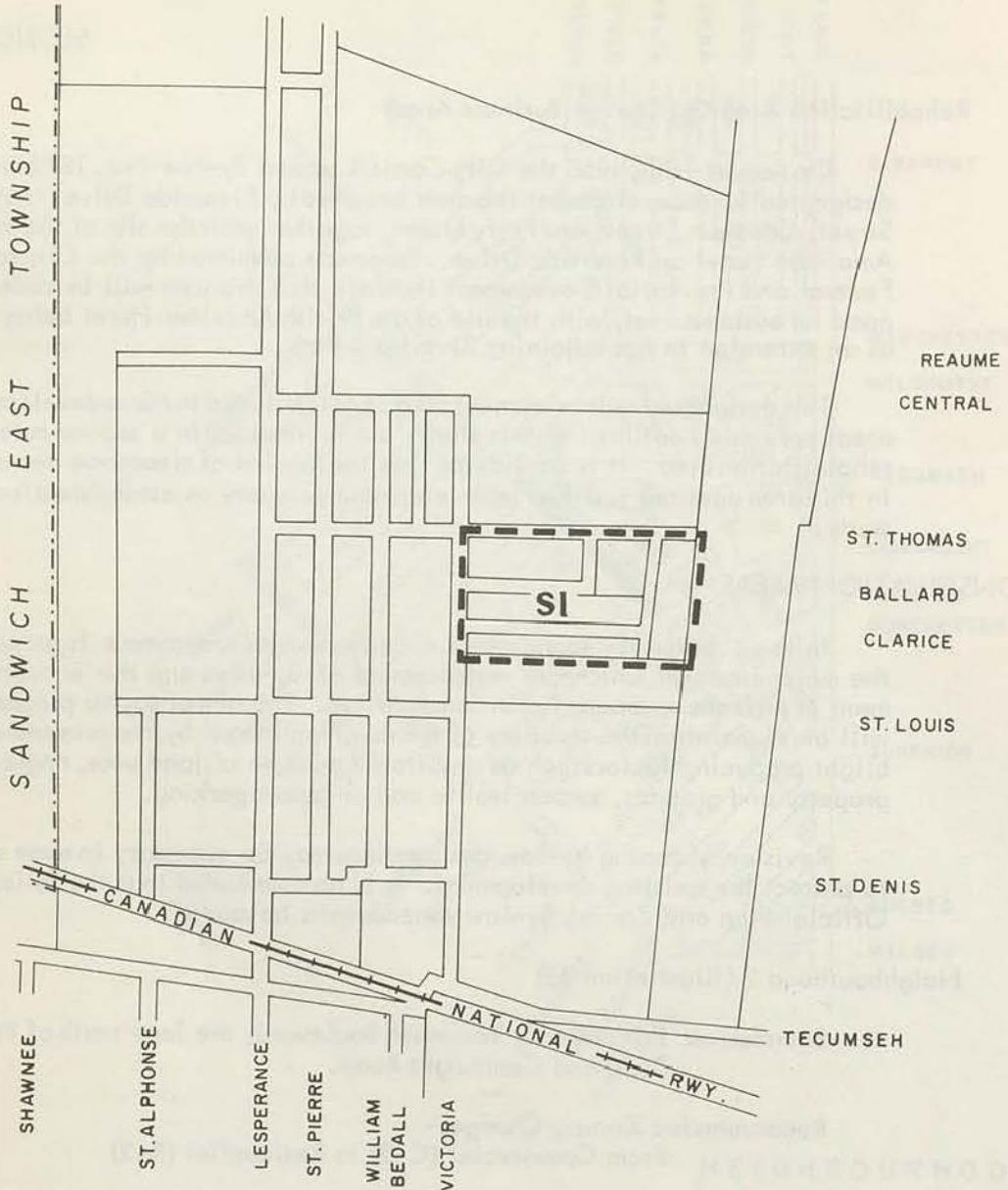
Recommended Zoning Change:-
From Commercial (C-2) to Residential (R-3)

The area is completely residential and the proposed zoning change would protect the area from commercial infiltration.

Net Area 2.8 acres.

RENEWAL OUTSIDE THE CITY

The previous sections have outlined the proposed land uses and treatment necessary for the urban renewal areas within the City. Outside the City rehabilitation and conservation are the main aspects of the urban renewal programme.



BOUNDARY OF REDEVELOPMENT AREA ——————

REDEVELOPMENT AREA SI TOWN OF TECUMSEH

CITY OF WINDSOR URBAN RENEWAL STUDY

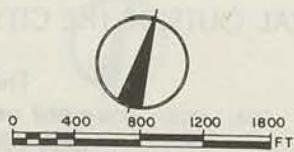


ILLUSTRATION 46
E.G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD.

SECTION 3

REDEVELOPMENT

The only redevelopment area is S. I., in the Town of Tecumseh and is not a major project. The area is 17.9 acres and seventeen residential buildings require clearance, being of substandard condition.

It is recommended that the area be cleared when accommodation is found for the families to be displaced. The area contains many vacant lots and the future use of the land after clearance will be dependent on an overall plan for the Town of Tecumseh.

REHABILITATION

The rehabilitation measures recommended for the City apply equally to the rehabilitation of the areas outside the City.

In the suburban areas vacant unkept lots seem to have a detrimental effect on adjoining houses, and any programme should encourage proper development of these vacant properties. Other features requiring attention are the paving of some roads and the clearing of ditches.

Detailed study of the measures required for rehabilitation of the neighbourhoods may indicate some necessary changes to the Official Plan and Zoning By-laws. It is noted that rehabilitation area S. A. is zoned for manufacturing, although the present use is completely residential.

CONSERVATION

The proposals for conservation are identical to those recommended for the City. By-laws should be enforced and citizens encouraged to take part in the conservation programme.

The existing neighbourhoods should be protected against the intrusion of blight producing factors and excess traffic and obnoxious uses.

100 0 100 200 300
SCALE IN FEET



LEGEND

RESIDENTIAL		PARK
COMMERCIAL		CAR PARK
INDUSTRIAL	\\\\\\	CAR LOT
CHURCH	+	BOUNDARY OF AREA

RE DEVELOPMENT OF THE GLENMARRY-MARENTETTE AREA

EXISTING LAND USE

ILLUSTRATION 47

CITY OF WINDSOR URBAN RENEWAL STUDY

E. G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD.

TYPICAL SCHEMES FOR RENEWAL

A. REDEVELOPMENT OF THE GLENGARRY - MARENTETTE AREA

This area, which is bounded by Riverside Drive, Marentette Avenue, Wyandotte Street East and Glengarry Avenue, is in early need of redevelopment and was therefore selected as a suitable location for a typical development scheme. It adjoins the area which the City has already designated for redevelopment for residential and other purposes.

THE AREA

Land Use (Illustration 47)

This is predominantly residential with some retail stores along Wyandotte Street and other commercial uses in the north west corner of the site.

Land Use	Acres	Percent
Residential	24.5	52.2
Residential/Commercial	1.3	2.8
Commercial	3.8	8.1
Public Open Space	1.0	2.1
Vacant Land	1.3	2.8
Streets	12.3	26.3
Lanes	2.7	5.7
Total	46.9	100.0

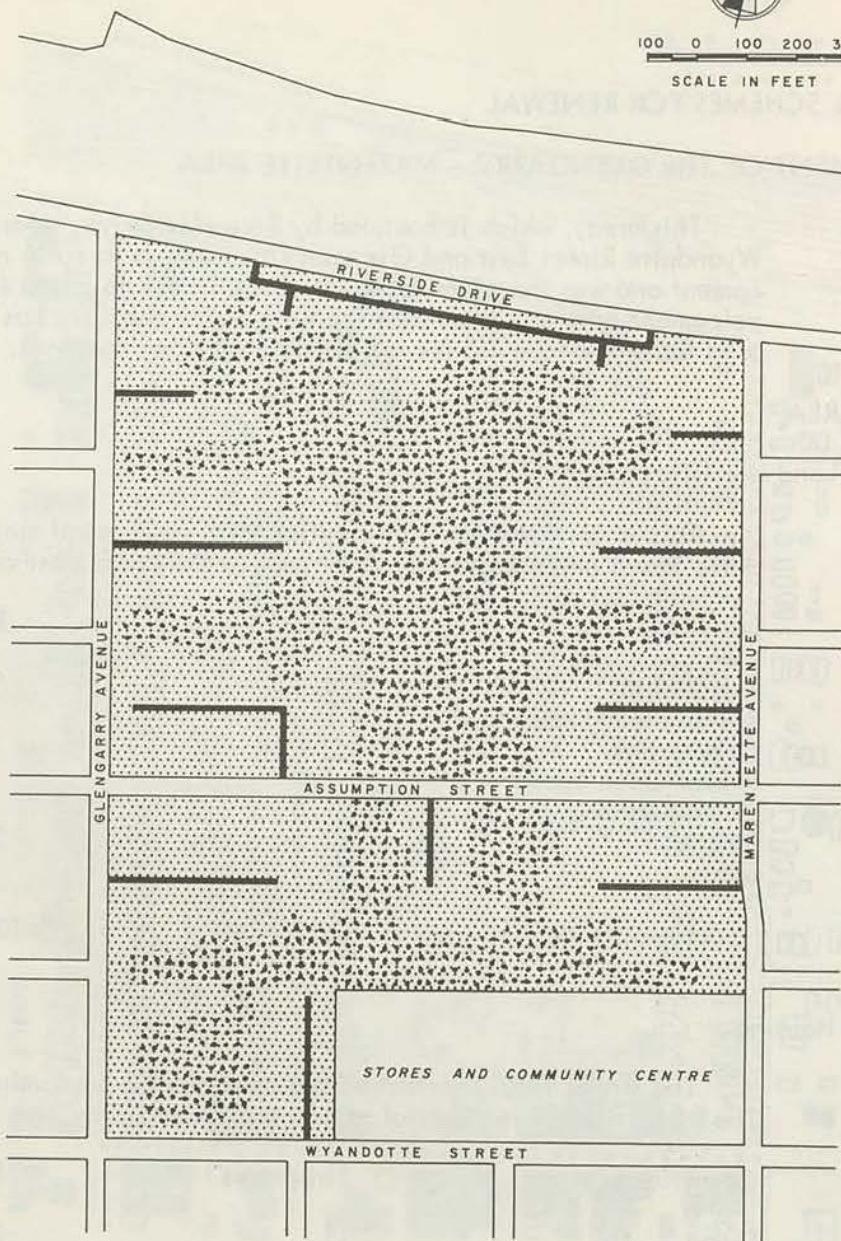
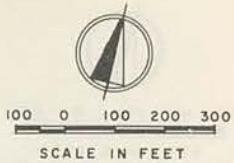
Housing

The single family detached type of house is predominant in the area. The condition of residential structures revealed by the field survey is:-

Condition	Structures	Percent
Good	11	3.8
Fair	117	40.7
Poor	117	40.7
Very Poor	42	14.8
Total	287	100.0

5% of the structures have no foundations or only post foundations. Of the fifteen blocks composing the area three have more than 20% of the dwellings overcrowded. Five blocks have between 11%-20% of the dwellings overcrowded.

48.2% of the total dwellings are occupied by tenants.



LEGEND

- [Stippled pattern] RESIDENTIAL
- [Cross-hatched pattern] PUBLIC OPEN SPACE
- [Solid line] ACCESS ROAD

**REDEVELOPMENT OF THE
GLENGARRY-MARENTETTE AREA**

BASIC CONCEPT

ILLUSTRATION 48

CITY OF WINDSOR URBAN RENEWAL STUDY

E. G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD.

Population

The total population of the area is 1,905 and consists of 574 households. The net residential density is 76 persons per acre.

Community Facilities

There are no schools or churches in the area. The Frank Begley School at Assumption Street, east of Parent Avenue, serves the needs of public school students, and two schools south of Wyandotte Street provide separate school facilities.

The only recreational facility is a one acre playground situated on the north east corner of the area on Chatham Street.

Shopping facilities exist along Wyandotte Street East.

Circulation

Riverside Drive, Glengarry Avenue (one way) Wyandotte Street East and Marentette Avenue, on the perimeter of the area, are important traffic routes and the area is bisected by six streets, of which Aylmer Street, a one way street, is the most important.

Services

There are trunk sewers on the perimeter roads and on Assumption Street. Water mains exist on all the streets with the exception of parts of Chatham Street, University Avenue, and Brant Street. Gas services are installed along all streets except portions of Marentette Avenue and University Avenue.

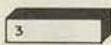
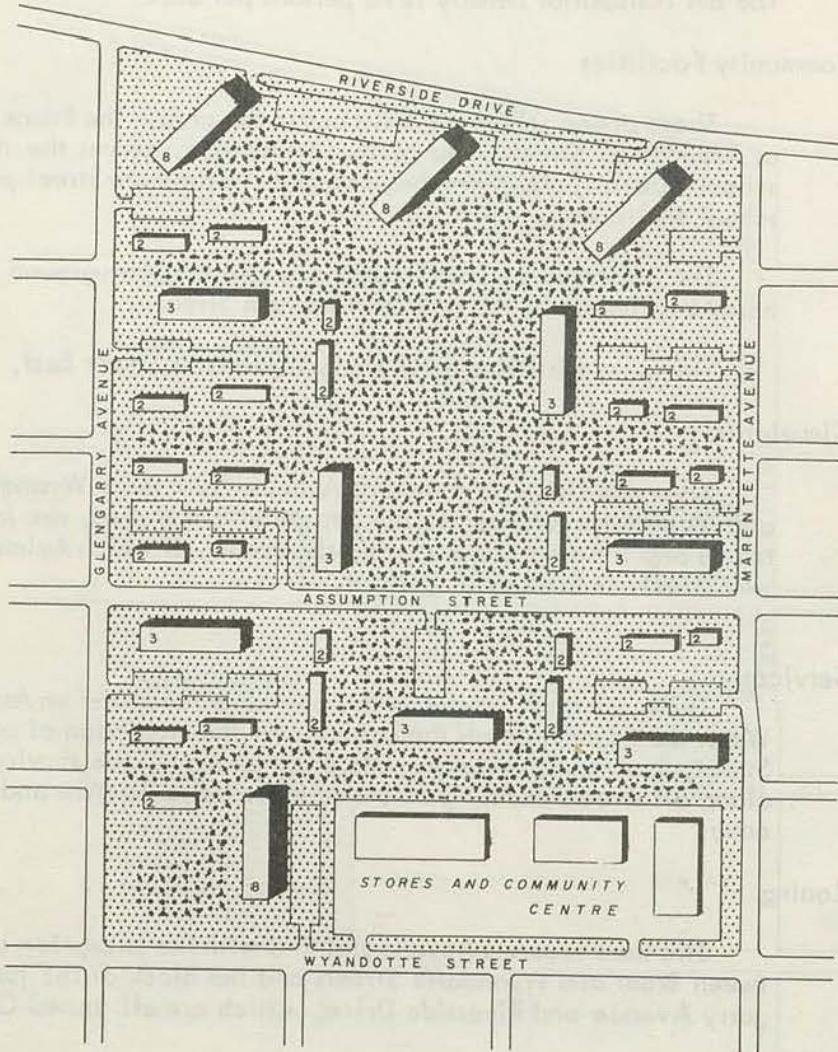
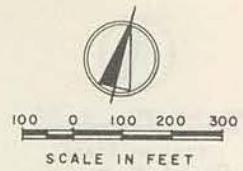
Zoning

The area is zoned Residential R-3 with the exception of the blocks between Brant and Wyandotte Streets and the block at the junction of Glengarry Avenue and Riverside Drive, which are all zoned Commercial C-3.

PROPOSALS

It is proposed that the area be comprehensively redeveloped for primarily residential use in accordance with the following principles:-

- (i) the reduction of through traffic in the area.
- (ii) the provision of adequate parking space.
- (iii) the creation of a central open space system within the area.
- (iv) the provision of a compact shopping area to serve local needs.
- (v) the removal of incompatible industrial and commercial uses within the area.
- (vi) the reservation of land for the future widening of the perimeter roads.



NUMBER OF STOREYS



GREEN AREA

REDEVELOPMENT OF THE GLEN GARRY - MARENTETTE AREA

SUGGESTED LAYOUT

ILLUSTRATION **49**

CITY OF WINDSOR URBAN RENEWAL STUDY

E. G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD.

SECTION 4

PROPOSALS (Continued)

Illustrations 48 & 49 show the basic concept and a possible layout of the site.

A density of at least twenty units per acre is proposed, which will mean a total of some 800 dwelling units in the redeveloped area.

The first stage of redevelopment should take place in the blocks bounded by Assumption Street, Aylmer Avenue, Wyandotte street and Glengarry Avenue, the displaced residents to be offered accommodation in the public housing project to be built immediately to the west of the area.

The residential development could be carried by public agencies, although private enterprise may be interested in developing some portions of the site, especially along Riverside Drive.

Cost of Acquisition and Clearance.

Applying the assessment - sale value formula used in Part V the total cost of acquisition and clearance is estimated to be \$3,318,000.

Zoning

Certain zoning changes will be necessary for the redevelopment proposals and these are detailed in Part III Section 3.

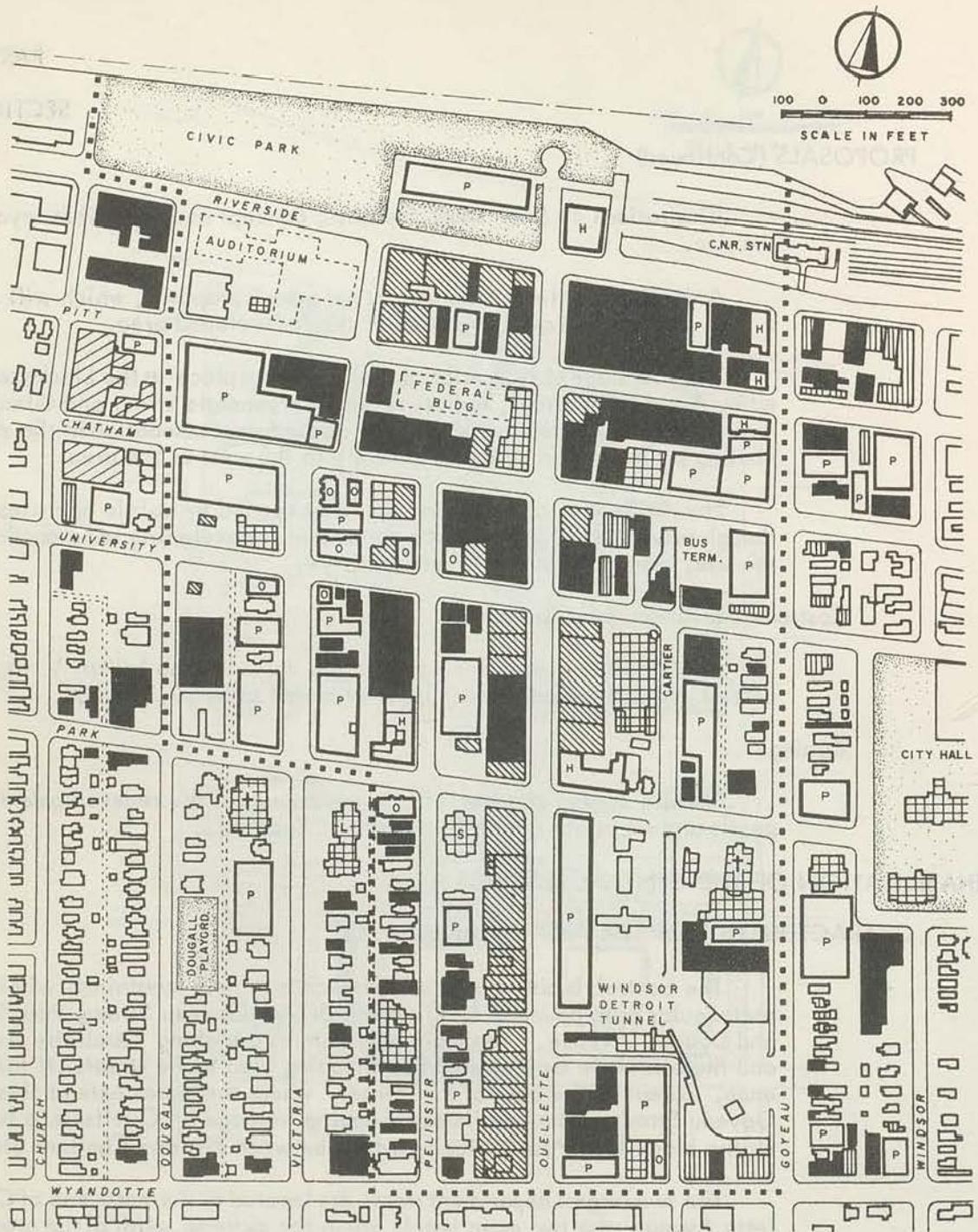
B. REHABILITATION OF THE CENTRAL BUSINESS AREA

CHARACTERISTICS OF THE AREA (Illustration 50)

The central business area of Windsor is largely contained within the rectangular area bounded by Riverside Drive, Goyeau Street, Park Street and Dougall Avenue. The main retail stores are along Ouellette Avenue and there is little extension of this shopping area to the streets off the Avenue, except in the case of Pitt Street, where the stores extend almost to Goyeau Street. The continuous shopping frontage on Ouellette is broken by the block long Post Office building between Pitt and Chatham Streets.

The two largest department stores are located at the north end of Ouellette Avenue, the two main hotels are in the extreme south of the area and office accommodation is concentrated in the south and in the west at Chatham Street. The bus station is on the eastern edge of the area.

As can be seen from Illustration 51 the density of development varies greatly throughout the area. Many of the buildings are old and only two storey, but there has been some recent rebuilding. Of interest are the proposed Pitt Street extension to the Post Office and the Cleary Auditorium and Convention Hall under construction at Riverside Drive.



LEGEND

RESIDENTIAL	[white square]	INDUSTRIAL	[white square]
RESIDENTIAL AND COMMERCIAL	[hatched square]	PUBLIC BUILDINGS	[hatched square]
COMMERCIAL STORES AND OTHER COMM. USES	[solid black square]	CHURCHES	[solid black square]
STORES & OFFICES	[diagonal hatching]	LIBRARY	[plus sign]
OFFICES	[solid black square]	SCHOOLS	[solid black square]
HOTELS	[white square with 'O']	PARKS	[white square with 'P']
		CAR PARKS	
		BOUNDARY OF AREA	***

CITY OF WINDSOR URBAN RENEWAL STUDY

REHABILITATION OF THE CENTRAL BUSINESS AREA EXISTING LAND USE

ILLUSTRATION 50

E. G. FALUDI AND ASSOCIATES
TOWNPLANNING CONSULTANTS LTD.

CHARACTERISTICS OF THE AREA (Continued)

A survey made of the floor space occupied by various commercial uses shows approximately 1394,000 square feet of occupied floor space with some 90,000 square feet or 6.5% feet vacant; distributed as follows:-

	Total Floor Area (sq. ft.)	
	Occupied	Vacant
Stores	494,000	41,000
Offices	408,000	28,000
Public Buildings & places of Assembly	158,000	15,000
Warehouses	14,000	2,000
Others (hotels, etc.)	<u>320,000</u>	<u>4,000</u>
Total	1,394,000	90,000

Immediately south of the area is the Windsor-Detroit tunnel entrance, and along Ouellette Avenue to Wyandotte Street there are a number of mainly minor stores in one or two storey buildings which are concentrated along the west side of the Avenue.

Indication of a resistance to southward extension of the downtown business area are the many vacancies that exist in recently erected stores and offices on Ouellette Avenue, south of Wyandotte Street.

KEY TO PRINCIPAL BUILDINGS

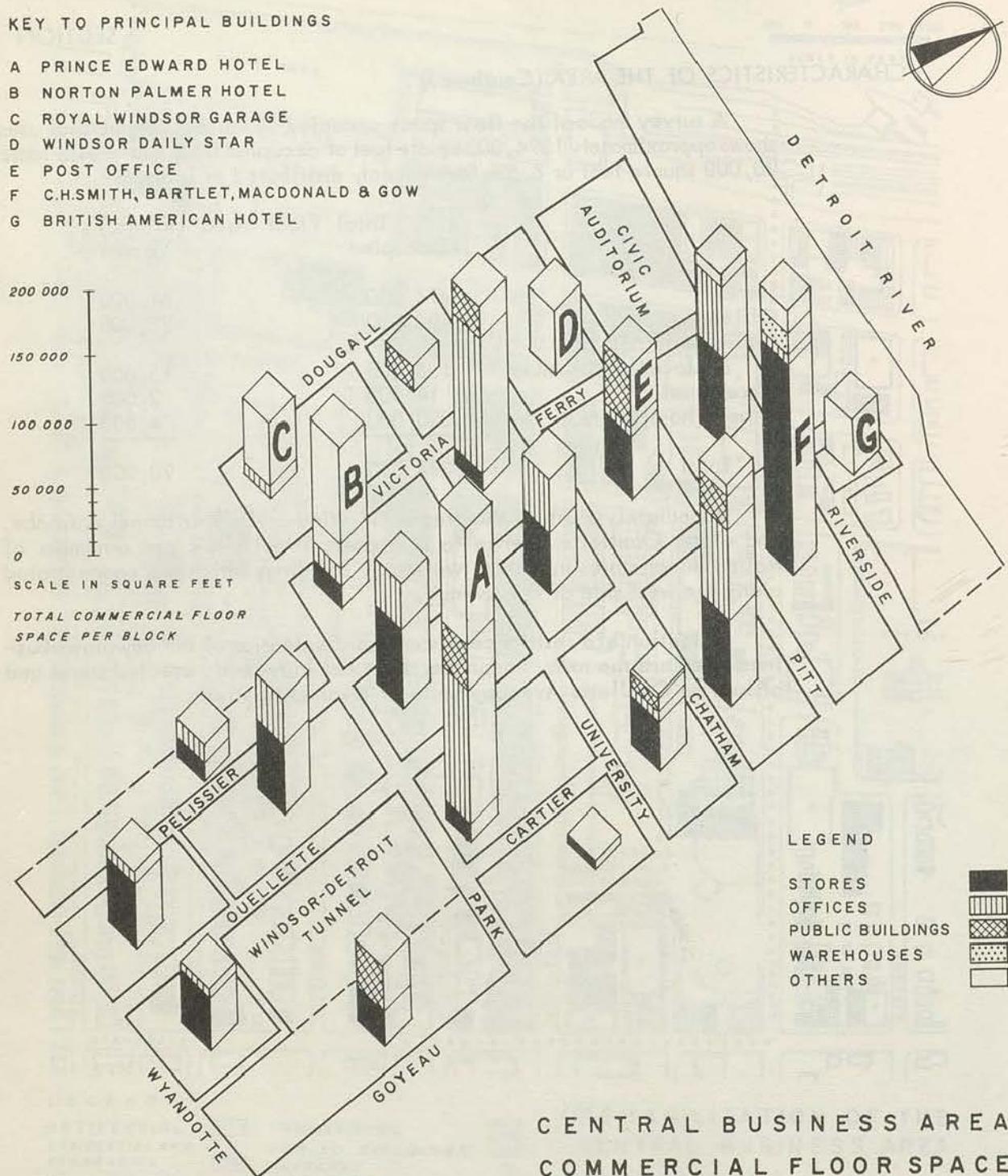
- A PRINCE EDWARD HOTEL
- B NORTON PALMER HOTEL
- C ROYAL WINDSOR GARAGE
- D WINDSOR DAILY STAR
- E POST OFFICE
- F C.H.SMITH, BARTLET, MACDONALD & GOW
- G BRITISH AMERICAN HOTEL



200 000
150 000
100 000
50 000
0

SCALE IN SQUARE FEET

TOTAL COMMERCIAL FLOOR
SPACE PER BLOCK



CITY OF WINDSOR URBAN RENEWAL STUDY

ILLUSTRATION 51

E. G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD

PROBLEMS AND SOLUTIONS

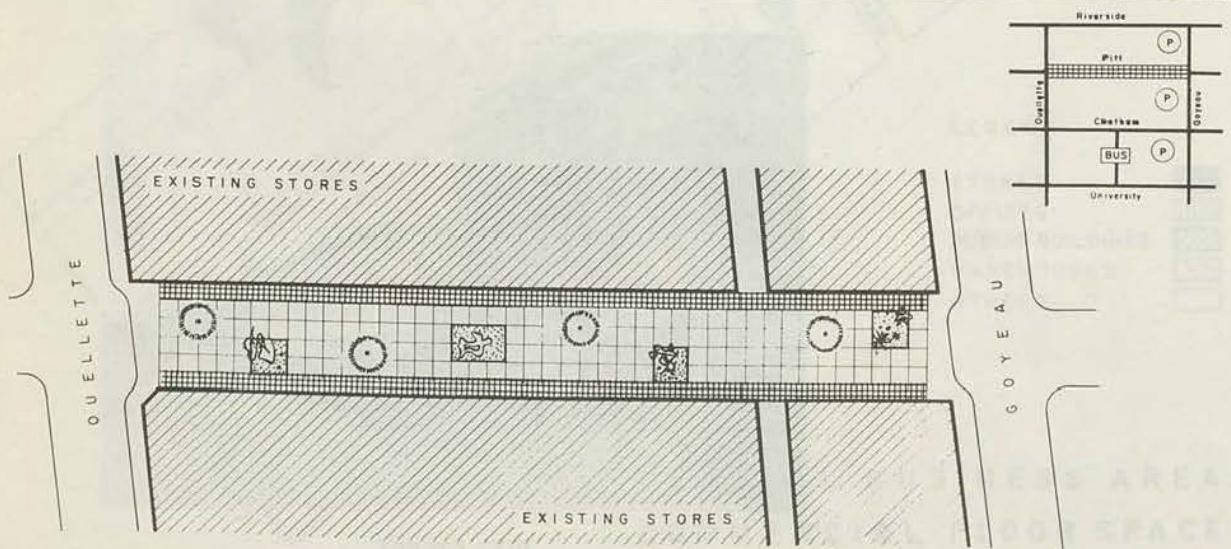
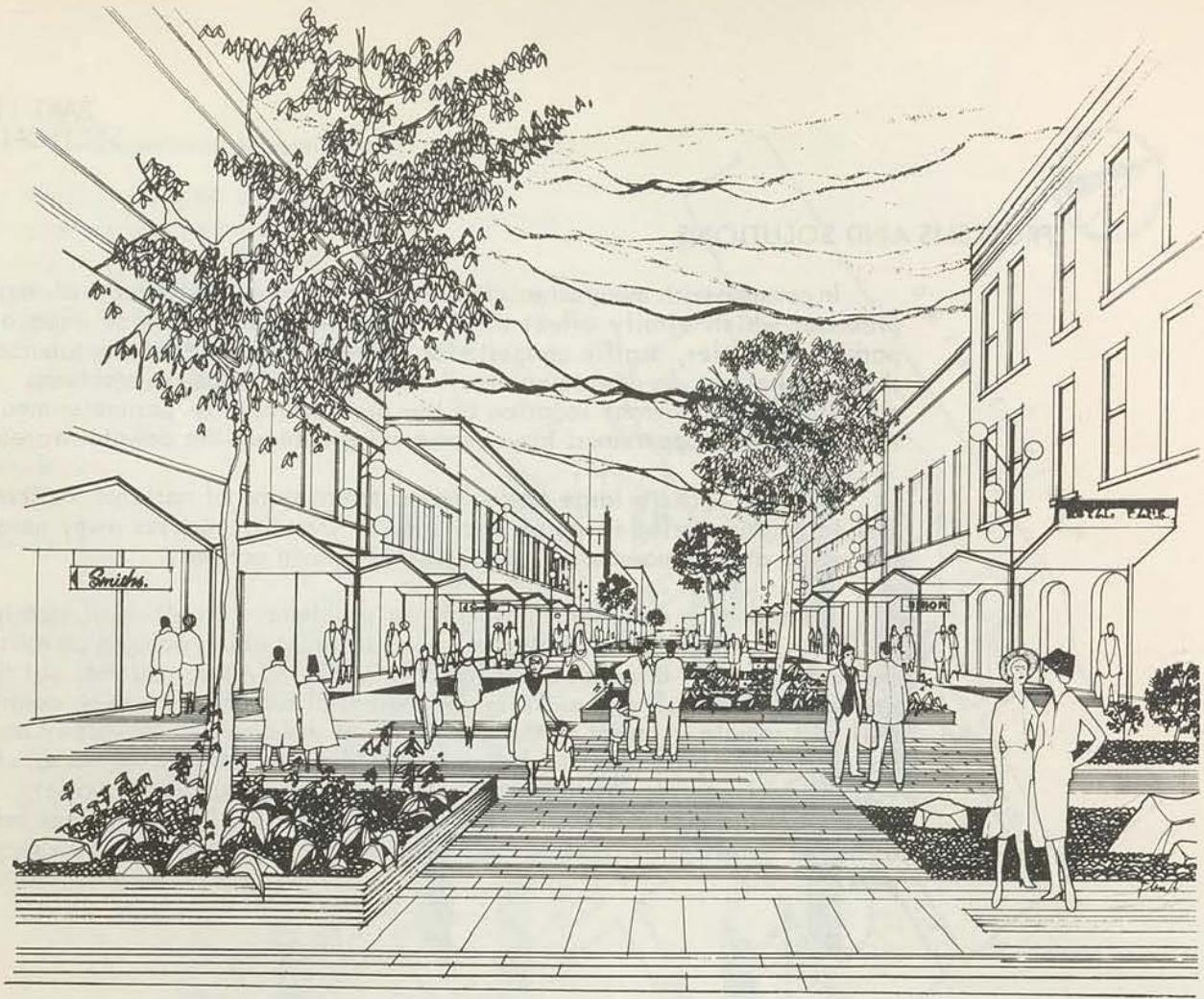
In common with many other cities the downtown area is faced with many problems which vitally affect the future of the area. Lack of adequate parking facilities, traffic congested streets and the effect of the suburban shopping centres on downtown retail business are the usual problems. In addition, the riverfront location of the area on the city perimeter means that suburban shoppers must travel some miles to reach the downtown area.

The area lacks a large modern department store of national calibre. The large and varied shopping facilities of Detroit, minutes away across the river, attract many of the potential downtown patrons.

There are no easy solutions to these problems. Provision of parking facilities may entail the erection of multi storey parking garages on existing surface lots. Elimination of through traffic may help matters, but the attraction of Detroit and existing and potential suburban shopping centres will still remain a threat to the prosperity of downtown. Downtown must have sufficient attractions to pull potential shoppers away from the suburb -an shopping centres passed enroute and must possess sufficient variety to counteract the pull of Detroit. Redevelopment of the City is central areas at higher densities than present will secure more potential downtown shoppers.



PITT STREET



PROPOSED SHOPPING MALL

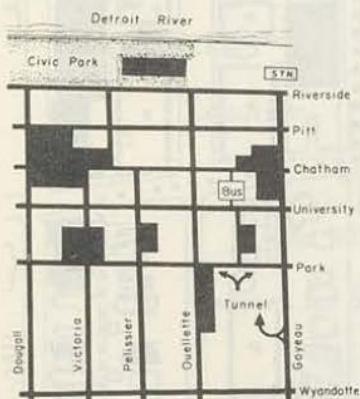
PITT STREET

ILLUSTRATION 52

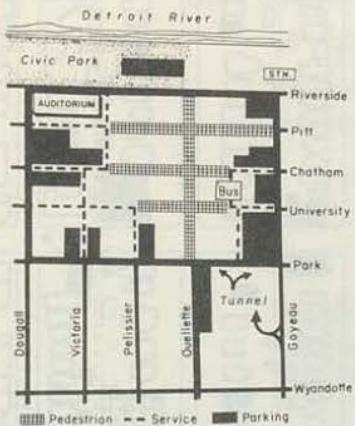
CITY OF WINDSOR URBAN RENEWAL STUDY

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TOWN PLANNING CONSULTANTS LTD

PROPOSALS



EXISTING CIRCULATION



PROPOSED CIRCULATION

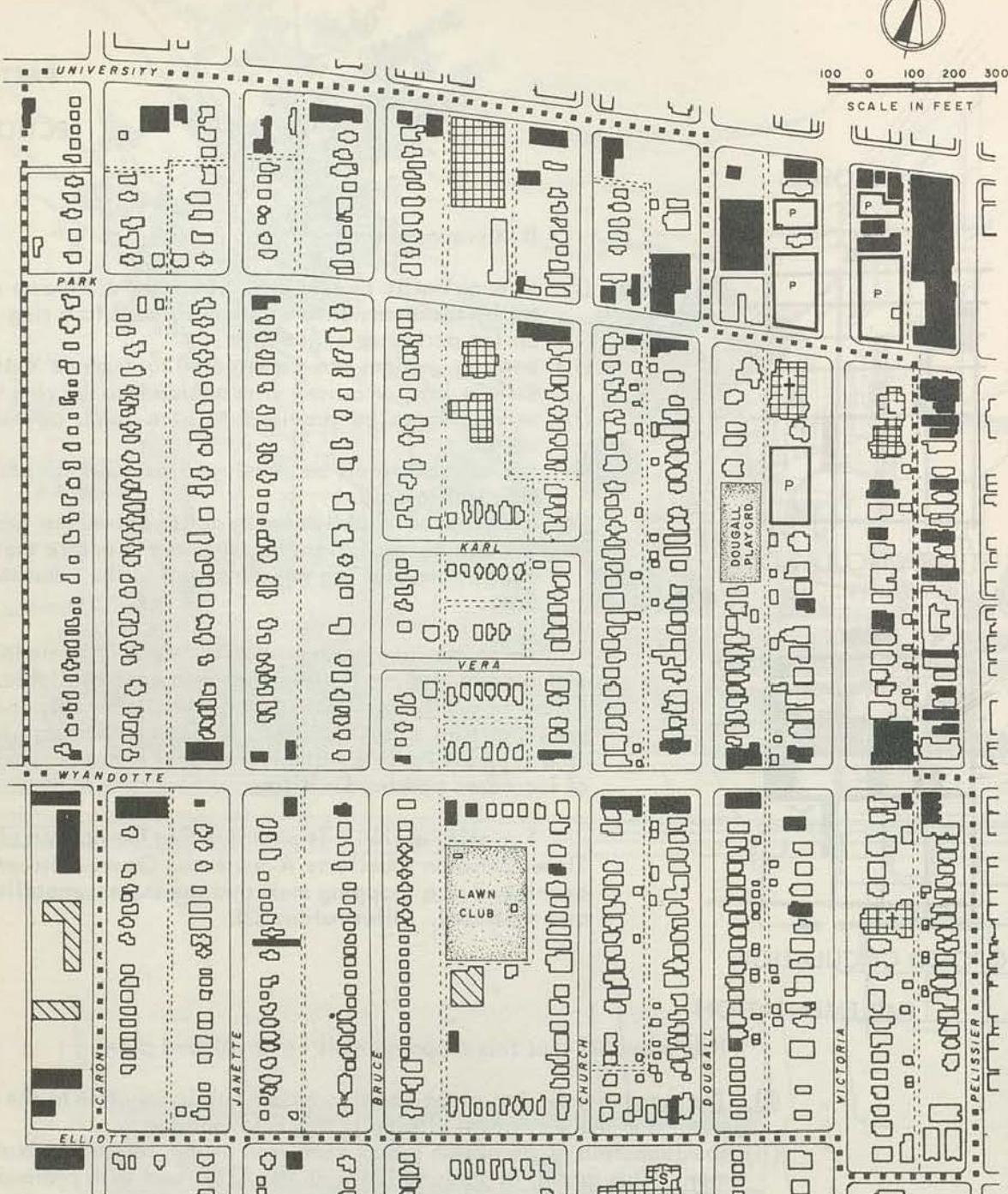
IMPLEMENTATION

It is proposed that this shopping mall be developed by:-

- (i) The temporary closing of the street to obtain public reaction to the proposal and the permanent closing if this is favourable.
- (ii) the formation of an action group composed of the interested business men. This group, in conjunction with the City, and with professional advice, will prepare plans for the improvement of store facades, the construction of canopies, and the development of the mall.

Financing

It is proposed that the cost of developing the mall be shared by the property owners who will benefit from the proposal, although the City may consider some contribution to the cost. The mall, if successful, could have favourable effects on surrounding property values which will create increases in assessed values and consequently more tax revenue for the City. The cost of additional parking facilities, it is considered, should be the responsibility of the City, although merchants may contribute towards the operation of the car parks by adoption of a parking voucher system.



L E G E N D
 RESIDENTIAL
 COMMERCIAL
 INDUSTRIAL
 PARKS

PUBLIC BUILDINGS
 CHURCHES
 SCHOOLS
 LIBRARY
 CAR PARKS
 BOUNDARY OF AREA

REHABILITATION OF THE
 CHURCH-WYANDOTTE AREA
 EXISTING LAND USE

ILLUSTRATION 53

CITY OF WINDSOR URBAN RENEWAL STUDY

E.G. FALUDI AND ASSOCIATES
 TOWN PLANNING CONSULTANTS LTD.

C. REHABILITATION OF THE CHURCH - WYANDOTTE AREA

THE AREA

Location

The area is situated west of Ouellette Street and south of University Avenue and is bounded by the latter street, Caron Avenue, Elliott Street and Victoria Avenue.

Reasons for Selection

It is a declining area with many problems similar to those of many other City neighbourhoods.

Land Use (Illustration 53)

This is predominantly residential. Local stores are distributed along Wyandotte Street and University Avenue, and there is a small group of stores on Park Street at Dougall Avenue.

The division of land use is:-

	Acres	Percent
Residential	88.5	82.7 %
Commercial	5.6	5.2 %
Streets & Lanes	<u>12.9</u>	<u>12.1 %</u>
Total	107.0	100.0 %

Population

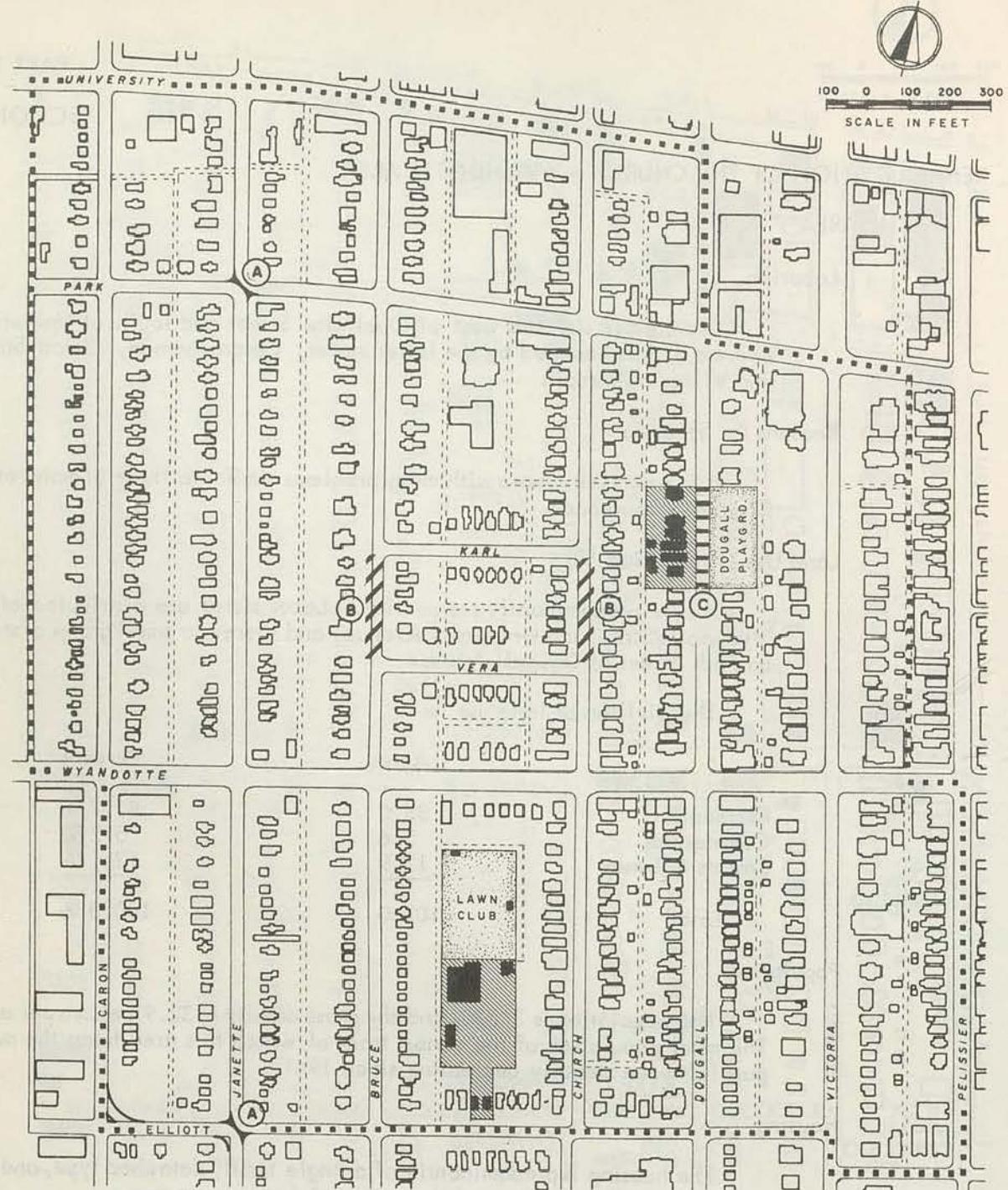
The population is 3,530, and the gross density is 32.9 persons per acre. The total population of the census tract of which this area forms the major part has been steadily decreasing since 1941.

Housing

The housing is predominantly of a single family detached type, and the external condition ratings of the residential structures are:-

	Rating	Percent
	Good	65
	Fair	29
	Poor	<u>6</u>
		100

70% of the residential buildings are owner occupied.



REHABILITATION OF THE CHURCH-WYANDOTTE AREA

PROPOSALS FOR IMPROVEMENTS

ILLUSTRATION 54
E. G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD.

The majority of the buildings are over thirty years old.

The most overcrowded dwellings are along Caron Avenue.

Traffic

The major traffic routes are University Avenue and Wyandotte Street. Minor routes are Bruce Avenue, Janette Avenue, Dougall Avenue and Victoria Avenue, all one way streets. 1958 peak hour traffic volumes were:-

University Avenue	3047
Wyandotte Street	2989
Bruce Avenue (north)	744
Janette Avenue (south)	642
Dougall Avenue (south)	339
Victoria Avenue (south)	685

Community Facilities

Schools

There are no public schools within the area. Two public schools serve the area, Dougall Public School, south of Elliott Street and Alcia Mason Public School on University Avenue, west of the area. St. Alphonsus school on Park Street is the separate school for the area.

Public Open Space

The only public open space is the Dougall Avenue playground of 0.75 acres.

Churches

Both churches in the area are located on Victoria Avenue.

Shopping

Local shopping is provided at the stores on Wyandotte Street and University Avenue, and at the small group of stores on Park Street at Dougall Avenue.

Zoning

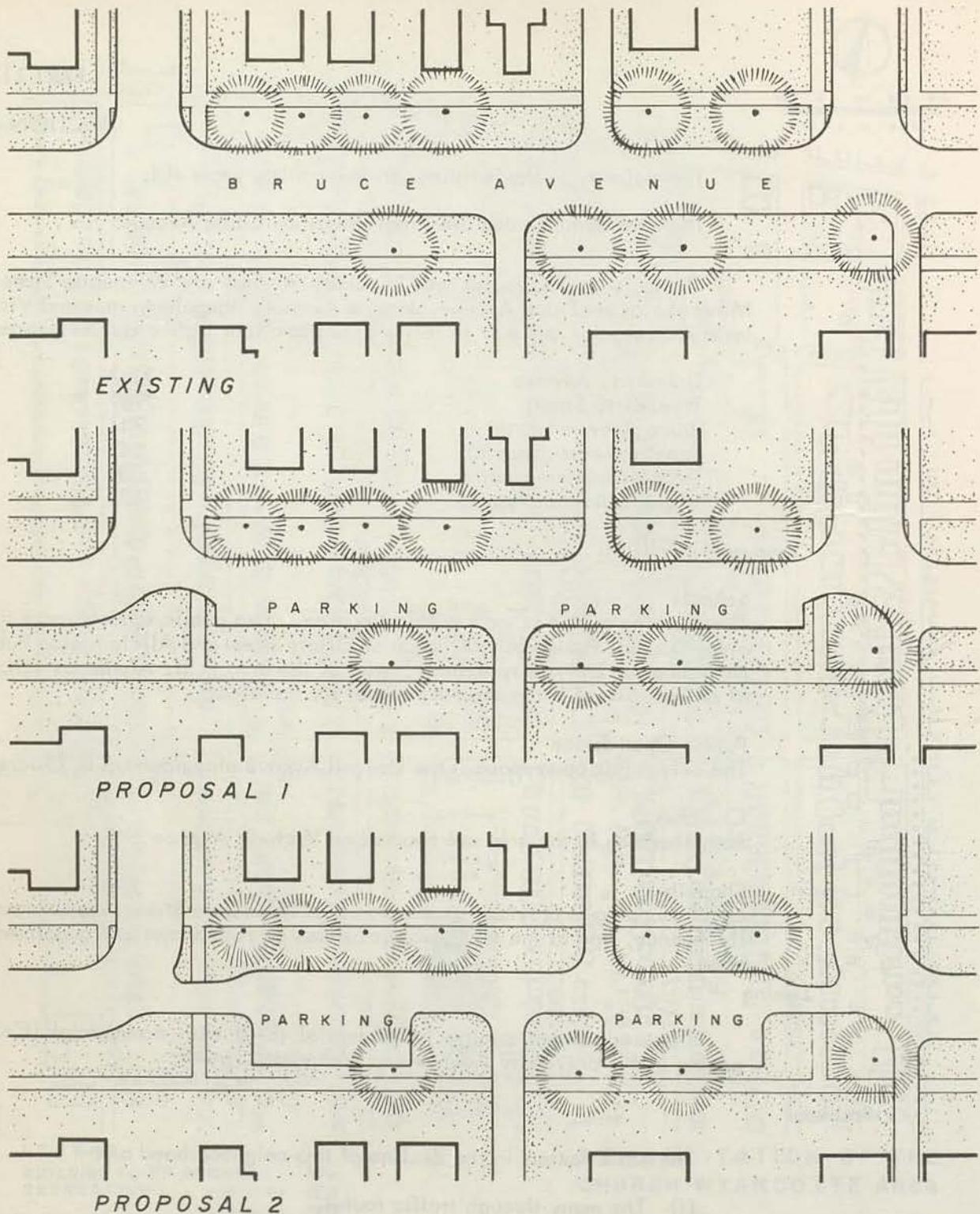
The predominant zoning is Residential (R-3) with commercial (C-3) zoning along University Avenue and Wyandotte Street.

Problems

The basic factors in the decline of this neighbourhood are:-

- (i) The many through traffic routes.
- (ii) The lack of adequate public open space such as parks and playgrounds.
- (iii) The blighting effect on adjoining property of houses in poor condition.

Other contributing factors are the Canadian Pacific Railway Tracks to the west of the area, and the zoning of the complete frontages of Wyandotte Street and University Avenue as Commercial.



PROPOSALS TO DISCOURAGE
THROUGH TRAFFIC
(Method B)

REHABILITATION OF THE
CHURCH-WYANDOTTE AREA
ILLUSTRATION 55

CITY OF WINDSOR URBAN RENEWAL STUDY

E.G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD.

PART III
SECTION 4

Objectives

The objectives in rehabilitation should be to halt the decline of the neighbourhood condition by:-

- (i) a sound land use plan -
- (ii) improved traffic circulation
- (iii) improvement of the condition of housing and
- (iv) the provision of public open space to satisfy at least the minimum standards.

Proposals (Illustration 54)

Traffic Circulation

In order to discourage through vehicular traffic in the area various adjustments to the street pattern are proposed.

Three methods are proposed:-

- (i) street diversion (Illustration 56). This consists of an island placed diagonally at the intersection of two streets. This method is proposed for the Jannette-Elliott and Jannette-Park intersections.
- (ii) Closing of rights of way (Illustration 57). This is proposed on Dougall Avenue in conjunction with the extension of the Dougall playground.
- (iii) Traffic barriers (Illustration 55). This method discourages through traffic by the introduction of parking bays and the design of street openings, and is proposed on Bruce Avenue and Church Street.

It is also proposed that the junction of Elliott Street and Caron Avenue be adjusted in order to improve traffic flow along Janette Avenue, Elliott Street and Caron Avenue, on the perimeter of the area.

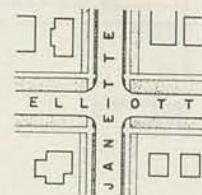
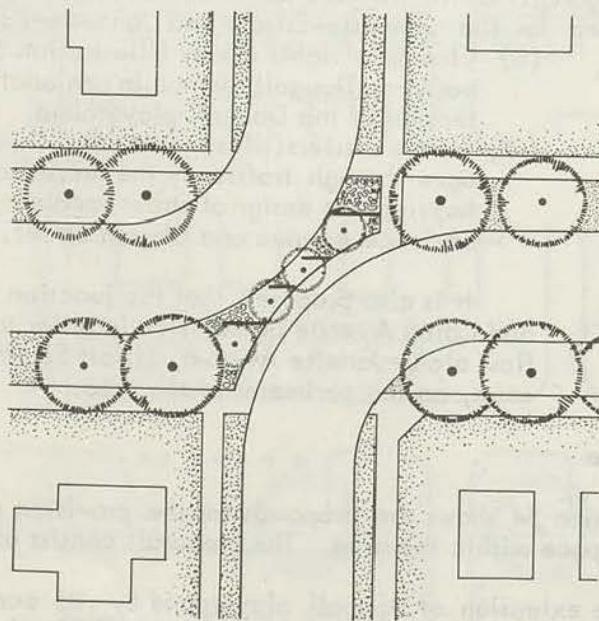
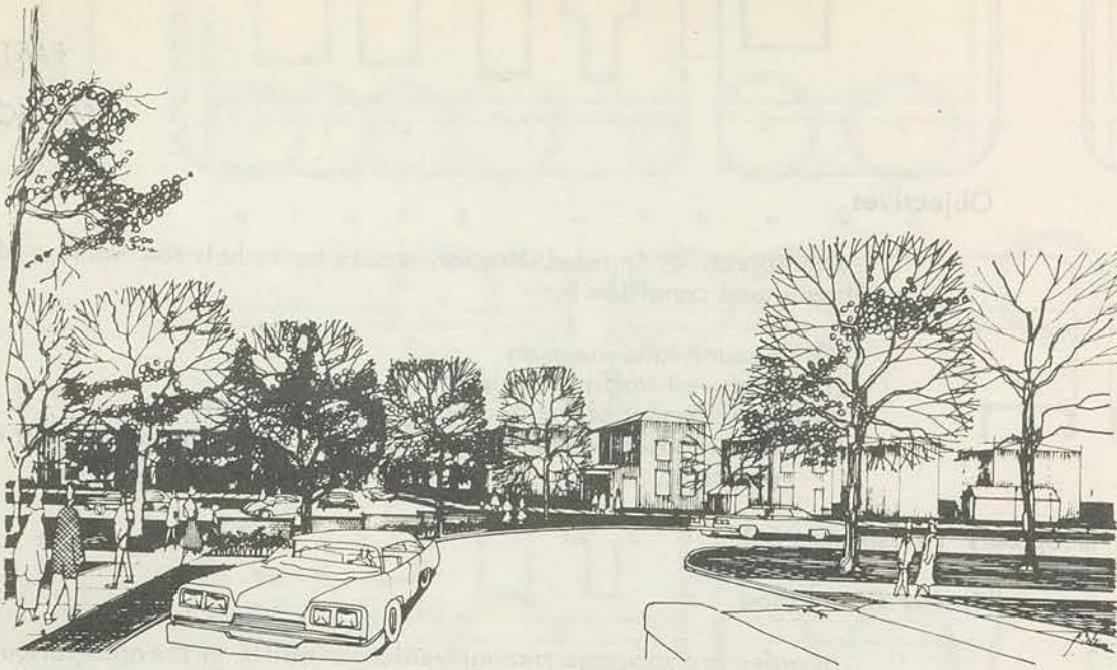
PROPOSED CIRCULATION

Public Open Space

Illustration 54 shows the proposals for the provision of additional recreational space within the area. The proposals consist of:-

- (i) the extension of Dougall playground by .85 acre in conjunction with the closing of the rights of way of Dougall Avenue. (Illustration 57).
- (ii) the purchase of the Windsor Lawn Club property, together with the site at present used for motor body repairs and parking. Total area 1.97 acres.

These proposals will increase the recreational area to 3.57 acres, or approximately one acre per thousand people.



PROPOSED STREET DIVERSION

Method A.

ILLUSTRATION **56**

CITY OF WINDSOR URBAN RENEWAL STUDY

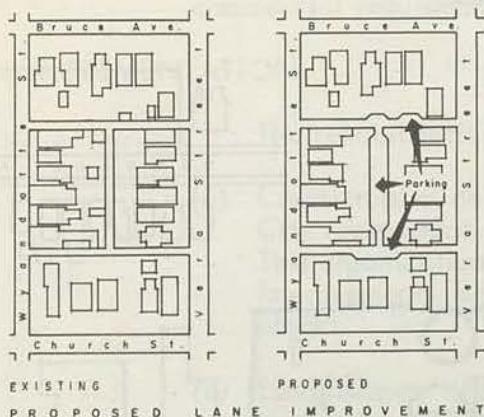
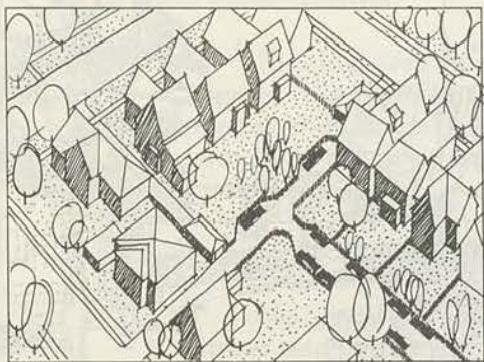
E.G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD.

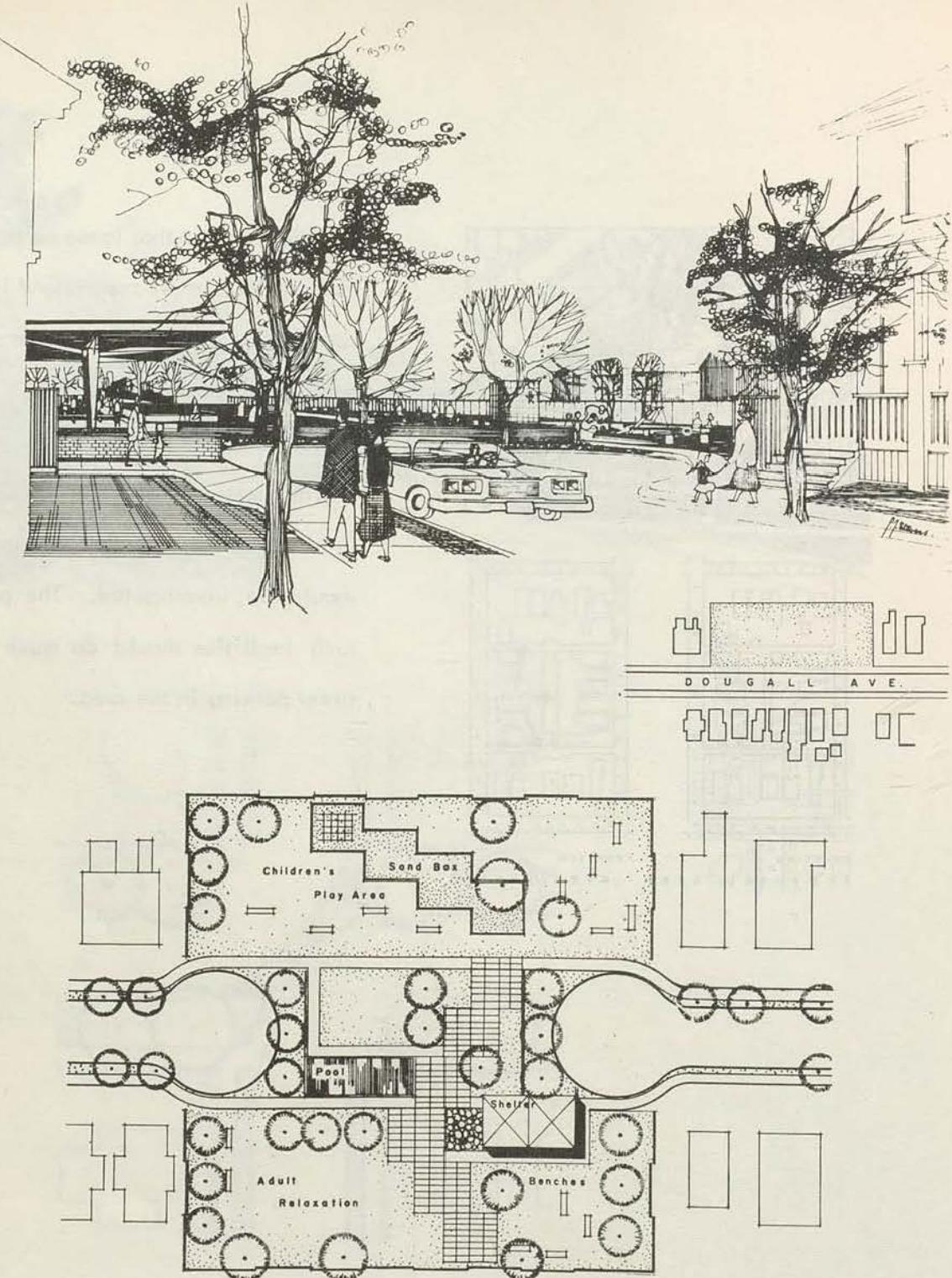
SECTION 4

Lanes

It is proposed that lanes be progressively improved by surface repairs and lighting in conjunction with the removal or private rehabilitation of lane structures.

The possibility of creating parking areas in lanes, as shown in the drawing opposite, should be investigated. The provision of such facilities should do much to reduce street parking in the area.





PROPOSED PLAYGROUND EXTENSION AND STREET CLOSING
Method C.

ILLUSTRATION **57**

CITY OF WINDSOR URBAN RENEWAL STUDY

E.G. FALUDI AND ASSOCIATES
 TOWN PLANNING CONSULTANTS LTD.

SECTION 4

Private Rehabilitation

This involves the rehabilitation of private housing by maintenance and repair, the improvement of lawns, drives and yards, the maintenance of fences and garages, and the removal of unused, dilapidated structures. It also involves co-operation with the City department in the creation of off street parking in cleared areas of lanes.

Zoning

No specific zoning changes are proposed, but the zoning of Wyandotte Street and University Avenue should be reviewed by the Planning Board as it appears the commercial zoning is too extensive and does not reflect the commercial requirements of the neighbourhood.

IMPLEMENTATION

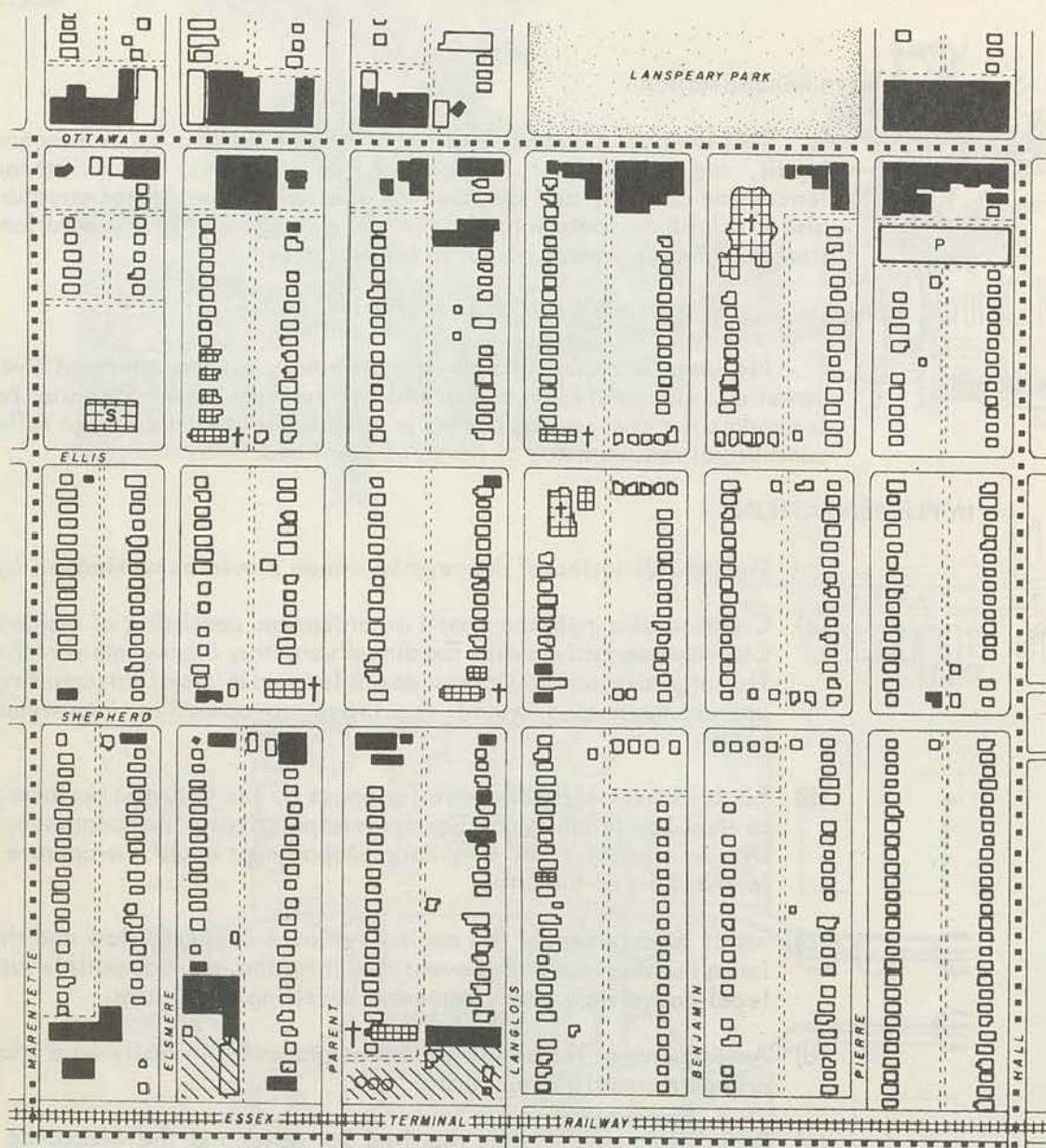
The rehabilitation of the neighbourhood should be carried out by the:-

- (a) Creation of a neighbourhood organization consisting of residents and City representatives with the aim of voluntary improvement of the area. This organization would provide advice and information regarding home improvements and would encourage co-operative improvement by blocks.
- (b) Establishment of a demonstration house by the City and business people to show how property can be improved practically in appearance, livability and value. The City Parks Department could co-operate by the landscaping of the site.
- (c) Strict enforcement of the zoning By-law building by-law and the minimum housing code to prevent the intrusion of incompatible uses, illegal conversions and substandard dwelling conditions.
- (d) Adjustments of the street pattern as proposed, initially on a trial basis and permanently if successful.
- (e) Acquisition of the sites required for parks and the clearance of the buildings. It is considered that there will be no major problem regarding relocation of the displaced families. Only eight buildings are involved and some of them may be moved from their present sites.



100 0 100 200 300

SCALE IN FEET



LEGEND

RESIDENTIAL
COMMERCIAL
INDUSTRIAL
PARKS

	PUBLIC BUILDINGS
	CHURCHES
	SCHOOLS
	CAR PARK
	BOUNDARY OF AREA

CONSERVATION OF EXISTING LAND USE

CITY OF WINDSOR URBAN RENEWAL STUDY

ILLUSTRATION 58

E. G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD.

D. CONSERVATION OF THE OTTAWA-LANGLOIS AREA

THE AREA

Location

This area, part of neighbourhood 16, is located south of Ottawa Street, between Hall and Marentette Avenues. The Essex Terminal Railway forms the southern boundary.

Land Use (Illustration 58)

This is predominantly residential, the Ottawa Street frontage is commercial, consisting mainly of stores. There are industrial and commercial uses adjoining the Essex Terminal Railway and these include a City storage yard, fuel storage and a laundry. A few local stores are located on Shepard Street and Langlois Avenue. There are six churches in the area. The land use is divided as follows:-

	Area	Percent
Residential	58.0	60.4
Commercial	7.9	8.2
Industrial	1.1	1.1
Churches & Schools	4.0	4.2
Streets	20.5	21.4
Lanes	4.5	4.7
Total	96.0	100.0

Housing

Detached single family type houses predominate the area. The older houses are in the west and north of the area and there is a group of fairly new houses in the south east. Building quality is generally good, the field survey of external structural conditions reveals:-

Condition	Structures	Percent
Very Good	55	9.1
Good	534	88.3
Fair	14	2.3
Poor	2	0.3
Total	605	100.0

The average frontage of the lots is 30 feet, and the lot depths vary between 110 feet and 160 feet. Streets are tree lined and the quality of the environment is good.

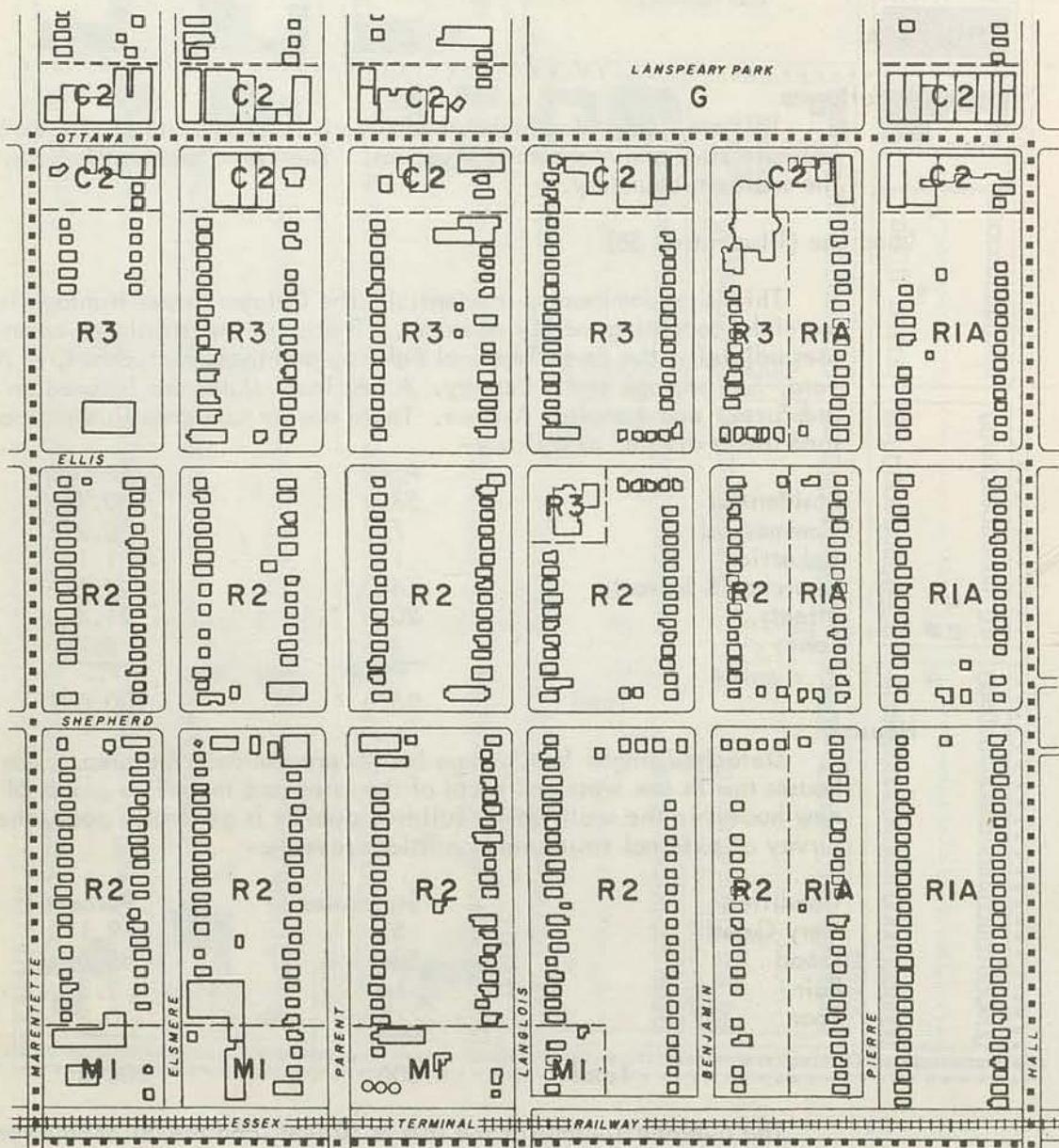
Population

Many of the inhabitants are of Ukrainian, Polish and Slovak origin, as evidenced by the churches in the area.



100 0 100 200 300

SCALE IN FEET



ZONES

GREEN AREA	G
RESIDENTIAL	RIA
	R2
	R3
COMMERCIAL	C2
MANUFACTURING	M1

BOUNDARY OF AREA ***

CITY OF WINDSOR URBAN RENEWAL STUDY

CONSERVATION OF OTTAWA - LANGLOIS AREA EXISTING ZONING

ILLUSTRATION 59
E. G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD.

Community Facilities

Schools

The area is served by three public schools, Prince Edward on Parent Avenue, north of Ottawa Street, John Campbell on Tecumseh Boulevard to the south and King George on Ottawa Street, east of Lincoln Road. There is a separate school (St. Angelus) in the area.

Churches

Six churches are located in the area.

Recreation

Recreational facilities or play grounds are non-existent in the area, but the 11.5 acre Lanspeary Park immediately north provides a full range of recreational activities.

Shopping

There are good and varied shopping facilities on Ottawa Street, and also minor local stores on Shepherd Street and Langlois Avenue.

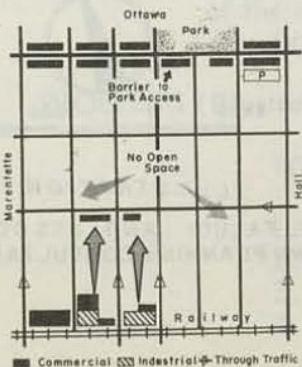
Traffic Circulation

The major traffic routes are Ottawa and Shepherd Streets, Marentette, Langlois and Hall Avenues. Elsmere, Benjamin and Pierre Avenue terminate at the Essex Terminal Railway. None of the east-west routes extend very far to the east and only Shepherd Street extends to Ouellette Avenue on the west. All the streets crossing the Essex Terminal Railway do so at grade level.

Zoning (Illustration 59)

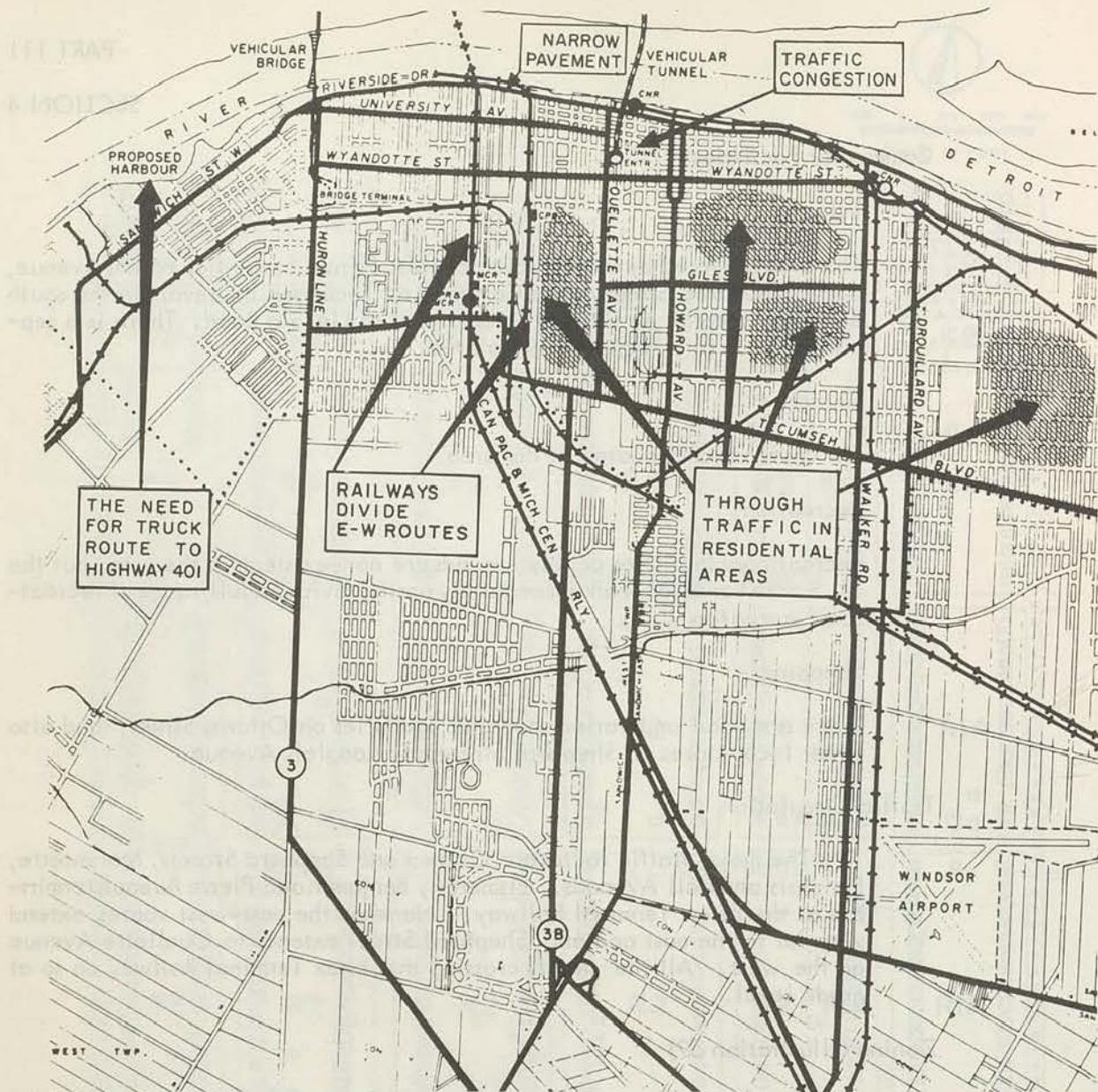
The Ottawa Street frontage is zoned for commercial purposes and the remainder of the area for residential use, except for an industrial strip adjoining the Essex Terminal Railway.

PROBLEMS



The quality of the environment can be adversely affected by any of the following factors:-

- Extension of commercial and industrial uses into the residential area.
- Lack of maintenance of all buildings and grounds, including commercial and industrial concerns.



CIRCULATION PROBLEMS

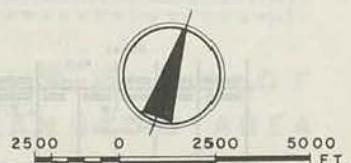


ILLUSTRATION 60

E. G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD

CITY OF WINDSOR URBAN RENEWAL STUDY

SECTION 4

PROBLEMS (Continued)

- (c) Illegal conversions of single family homes and the consequent higher residential density.
- (d) Increased through vehicular traffic within the area.

PROPOSALS

- (a) It is proposed that the good quality of the area be maintained by:-
The strict enforcement of the Zoning By-law and the Building and Minimum Housing Standards Codes.
- (b) The promotion of citizen awareness of the many advantages of conserving the quality of the neighbourhood.
- (c) The control of through traffic.

IMPLEMENTATION

In order to conserve the area the following action will be necessary:-

(a) THE CITY

The building Department should carry out building inspections and take action in respect of contraventions of the codes.

The Planning Board should carefully consider any request for changes in the zoning of the area, and should study the possible amendment of the transitional use regulations in residential districts which permit car parks in residential areas adjacent to commercial areas.

The Urban Renewal section of the Planning Department should, when formed, publicize the merits of urban renewal and promote citizen awareness of the objectives and value of conservation.

The City Traffic Engineering Department should consider the reduction of through traffic in residential areas when conducting their overall survey of the City traffic channelization.

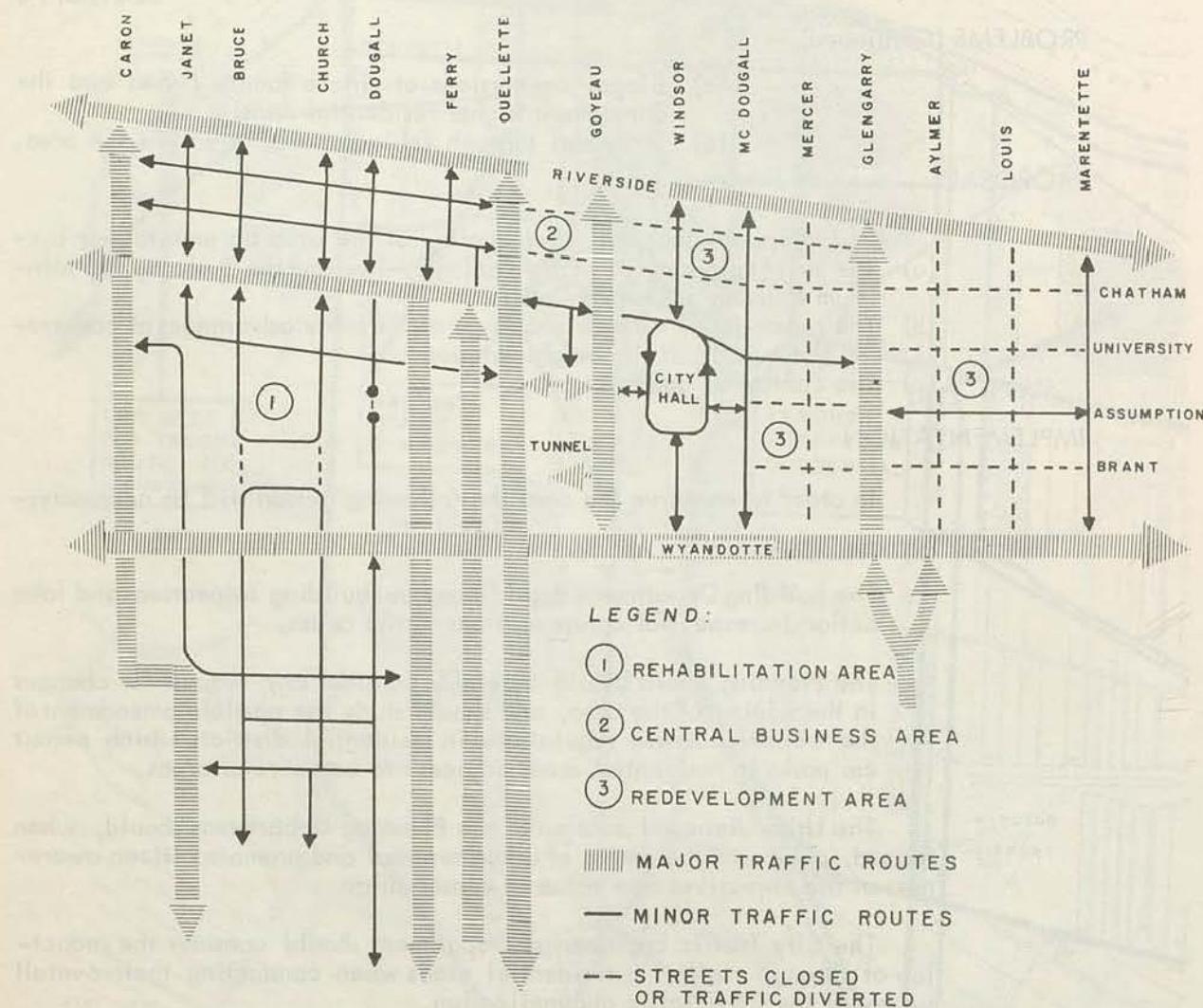
E. TRAFFIC CIRCULATION

The eradication of blight from the City will not be effected merely by the clearance of substandard buildings. Buildings erected to replace those torn down buildings. Buildings erected to replace those torn down will in turn be vulnerable to blight unless attention is paid to other factors, one of the most important being the pattern of streets and its effect on traffic circulation.

PROBLEMS (Illustration 60)

Within the City the basic circulation problems are:-

1. An inadequate number of continuous east west routes.
2. Through traffic in residential areas.
3. Numerous grade crossings of railway tracks.
4. Reduction of traffic flow by street parking.



CIRCULATION PROPOSALS

ILLUSTRATION 61

CITY OF WINDSOR URBAN RENEWAL STUDY

E.G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD.

PART III

SECTION 4

The urban renewal programme, together with a continuing study of circulation requirements as part of a long range development plan and the continuance of the present system of road improvements will do much to solve the traffic problems of the City.

The Redevelopment Programme will provide opportunities for:-

- (a) road widening
- (b) improvement of intersections
- (c) elimination of through traffic in residential areas.
- (d) provision of parking facilities where required.

For example, redevelopment in the Walkerville area will provide opportunities for road improvements at the junction of Wyandotte Street East and Drouillard Road, where an underpass contributes to dangerous traffic conditions.

The Rehabilitation and Conservation programmes will provide similar opportunities, especially with regard to the traffic circulation within residential areas.

THE FUTURE OF EXISTING TRAFFIC ARTERIES

For the future it is considered that Ouellette Avenue will continue its historic role as the main street of the city and that its importance will grow after its proposed connection with Highway #401 via Jackson Park. Riverside Drive, Wyandotte Street and Tecumseh Boulevard will continue as the main east west arteries of the City. The Huron Line, Howard Avenue and Walker Road will continue to function as important north south routes, and University Avenue will remain an important east west route between the Huron Line and Ouellette Avenue.

PROPOSALS (Illustration 61)

Various traffic circulation proposals have been made in the schemes to illustrate urban renewal. (Part IV, Sections 4 (A) (B) and (C) and these proposals are shown in a diagrammatic manner on illustration 61. This shows the relationship of the various proposals and it will be seen that through traffic in residential areas and the central business area has been considerably reduced. The adoption of similar principles in other parts of the City should do much to protect vulnerable and declining areas from future blight.

PART IV

THE PROGRAMME FOR URBAN RENEWAL

PART IV

SECTION 1

THE PROGRAMME FOR URBAN RENEWAL

THE PROGRAMME IN GENERAL

PRIME REQUISITES

Prime requisites of a successful urban renewal programme are:-

- (1) that the programme be continuous and flexible,
- (2) that the municipality can finance the programme,
- (3) that plans are made for the rehousing of the families displaced by clearance, and
- (4) that there is active citizen co-operation.

PERIOD OF PROGRAMME

A period of fifteen years to 1975 has been established for the main two reasons:-

- (a) This period is the maximum period for which we can anticipate city growth factors with any degree of certainty.
- (b) At the end of this period much of the housing in the city will be between forty and sixty years old.

PROGRAMME STAGES

In order to relate the programme to a possible long term Capital Budget the following stages have been adopted.

Stage 1	1959	-	1963	(four years)
Stage 2	1964	-	1969	(six years)
Stage 3	1970	-	1975	(five years)

PRIORITIES

The condition of housing normally will be the controlling factor in determining the priority of areas for renewal, but two additional factors should be considered which either individually or collectively may over-ride this factor. These additional factors are the necessity for carrying out public works, such as road improvements, in connection with redevelopment and the demand that may arise from private enterprise for land in particular locations.

THE RESPONSIBILITY OF THE MUNICIPALITY FOR REHOUSING

Aid from the Federal Government for urban redevelopment is conditional on the families displaced by clearance being adequately rehoused and the responsibility of the city is clearly stated in Section 23 of the National Housing Act, the relevant sections of which are given below.

PART IV

SECTION 1

1. "In order to assist in the clearance, replanning rehabilitation and modernization of blighted, or substandard areas in any municipality, the Minister, with the approval of the Governor in Council, may enter into an agreement with the municipality providing for the payment to the municipality of contributions in respect of the cost to the municipality of contributions in respect of the cost to the municipality of acquiring and clearing, whether by condemnation proceedings or otherwise, an area of land in the municipality.
2. The contributions paid to a municipality under this section shall not exceed one-half of the cost to the municipality or the municipality and the province jointly of acquisition and clearance, including costs of condemnation proceedings, as agreed between the Minister and the municipality.
3. No contributions shall be paid to a municipality under this section unless
 - (c) the families to be dispossessed by the acquisition and clearance of the area are offered at the time of their dispossession housing accommodation in a housing project constructed under section 16, 19 or 36 at rentals that, in the opinion of the municipality and the Minister, are fair and reasonable having regard to the family incomes of the families to be dispossessed, except where the municipality can establish to the satisfaction of the Minister that decent, safe and sanitary housing accommodation is available to the families to be dispossessed at rentals that, in the opinion of the Minister and the municipality, are fair and reasonable, having regard to the family incomes of the families to be dispossessed; and
 - (d) a substantial part of the area at the time of acquisition was, or after redevelopment will be, used for residential purposes".

PART 1V

THE PROGRAMME FOR THE CITY OF WINDSOR

(g) REDEVELOPMENT AREAS

In previous sections of this study, we have described the redevelopment areas which are already blighted or which will become blighted and ready for clearance within the next twenty years. An assessment has been made of the population that will be displaced by clearance and of the area of land that will become available for redevelopment after such clearance. In addition, the future land use of the redevelopment areas has been outlined.

In order to produce a workable programme for redevelopment it is now necessary to consider the relocation of the present residents of the areas to be cleared and later to estimate the total cost of acquisition and clearance of these areas.

PART IV

SECTION 2

RELOCATION

Table 16 below gives a summary of the areas to be cleared and the population that will be displaced by clearance within the redevelopment areas.

TABLE NO. 16
REDEVELOPMENT AREAS

Area	Net Area to be Cleared	Other Land to be Acquired (1)	Displaced Population (2)	Proposed Land Use
	Acres	Acres		
I	3.6	0.1	122	Public Bldgs. Commercial & Residential
II	6.6	4.7	390	Residential
III	7.6	----	619	Industrial & Commercial
IV	62.0	2.5	3294	Residential Commercial & Public Bldgs.
V	19.7	2.5	1130	Residential
V1	16.1	0.7	757	Residential
VII	1.6	0.8	100	Industrial
VIII	13.7	0.5	757	Industrial Residential Commercial
IX	3.6	1.3	179	Industrial
	134.5	13.1	7348	

(1) Includes vacant land and land on which no buildings are situated, but which is used for purposes such as car parks.

(2) Source - 1958 Assessment Records.

PART IV

SECTION 2

RELOCATION (Continued)

The total population that will be displaced by the clearance of the redevelopment areas is 7,348 persons in 2,054 households.* The total land that will become available for residential redevelopment after clearance, together with vacant land and other land that will require no clearance, is 111 acres, excluding the area of streets and lanes. It is estimated that a further 20 acres of land will become available for residential purposes after the closing of various streets.

In brief, some 131 acres will be available to accommodate the housing needs of the 7,348 persons that will be displaced by clearance, or one acre for every 56 persons.

It is therefore considered that the population displaced by redevelopment can be rehoused adequately on the land that will become available for residential purposes after clearance of the redevelopment areas, despite the fact that three of the smaller areas are to be redeveloped for non-residential uses. This fact is at variance with the findings of some recent redevelopment studies in other cities. In these cities there were problems in finding sufficient land to accommodate the population displaced by clearance. In Windsor, the areas to be redeveloped are not at present inhabited at the high density often found in other cities and are capable of proper redevelopment at somewhat higher densities than now exist. It should be noted that not all the displaced families may wish to be rehoused in the redeveloped areas and may find accommodation elsewhere. In addition, the population of these areas is subject to change within the period of time before clearance takes place.

The extent of the responsibility of the City for the rehousing of the population displaced by redevelopment cannot be estimated at this time, and will only become evident after specific studies are made of the relocation requirements of the families within each redevelopment area when redevelopment is contemplated.

It is certain that much of the rehousing accommodation shall have to be in public housing projects. However, in certain areas it may be possible to attract private enterprise to carry out the construction of rental projects and other types of development. Section 16 of the National Housing Act provides means for the formation of Limited Dividend Companies for such development.

* The total population of the redevelopment areas is 9,002, but a lesser number of persons will be displaced by clearance, as certain buildings of good condition within the areas will be possible of retention.

PART IV

SECTION 2

It is essential that the families displaced by the redevelopment proposals are rehoused with a minimum of personal inconvenience, and therefore, it is necessary that accommodation be available for these families before the clearance of their homes.

STAGING OF REDEVELOPMENT

The following staging of redevelopment is proposed:-

Stage	Project	Area to be Cleared (Acres)	Population Displaced
1959-1963	V Central Area Goyeau-MARENTETTE N. of Wyandotte	62	3294
1964-1969	V Central Area Howard S. of Wyandotte	19.7	1130
	V1 Central Area MARENTETTE- Langlois, N. of Wyandotte	16.1	757
	VII Eastern Area Riverside- Montreuil	1.6	100
	VIII Eastern Area Drouillard, S. of C. N. R.	13.7	757
	IX Eastern Area Drouillard, N. of C. N. R.	3.6	179
		54.7	2923
1970-1975	1 Western Area Sandwich-Brock	3.6	122
	11 Western Area Brock-Peter	6.6	390
	111 Central Area University-Caron	7.6	619
	Total	17.8	1131

PART IV

SECTION 2

FIRST FOUR YEAR PROGRAMME

The area to be cleared in Stage 1 of the programme includes the recently approved redevelopment areas in the vicinity of the City Hall, and the four year programme can be summarized as follows:-

1. Clearance of the areas for which proposals have been submitted by the City, parallel with the erection of public rental housing units in the area bounded by University Avenue, Glengarry Avenue, Wyandotte Street and McDougall Avenue. It is considered that the 280 dwellings proposed tentatively for this project will be sufficient for the accommodation of:-
 - (a) those families requiring rehousing as a result of this clearance, and
 - (b) those families displaced by the next phase of redevelopment
2. The clearance of the area bounded by Assumption Street, Aylmer Avenue, Wyandotte Street and Glengarry Avenue and the rehousing of the displaced families in the public housing project.
3. Erection of public housing on this site at a density of at least 20 units per acre in order to accommodate these families displaced by further redevelopment and who will require rehousing.
4. Progressive clearance of the remainder of the area, the priority of clearance being determined by the criteria previously established and accommodation for the displaced families being made available in advance of clearance.

(b) REHABILITATION AREAS

STAGING

The proposed staging of rehabilitation is given below:-

Stage	Project			Gross Area (Acres)
1 1959-1963	G	Central	Central Business Area	67
	H	Central	Windsor, S. of Wyandotte	153
	I	Central	Dufferin-Giles	13
	K	Central	Pierre-N. of Wyandotte	24
	L	Central	Langlois-Pierre, S. of Wyandotte	53
	O	E. Central	Wyandotte-Lincoln	35
	Q	Eastern	Drouillard, N. of Essex Terminal Railway	50
			Total	395

SECTION 2

11				
1964-1969	A	Western	Sandwich	273
	C	Western	California	14
	F	W. Central	Church-Wyandotte	107
	J	Central	Louis, S. of Wyandotte	32
	M	E. Central	Erie-Marion	116
	N	E. Central	Wyandotte-Moy	68
		Total		610
111				
1970-1975	B	Western	Felix	27
	D	W. Central	University-Oak	87
	E	W. Central	Oak-College	116
	P	Eastern	Monmouth-Ontario	17
	R	Eastern	Drouillard, S. of Essex	
			Terminal Railway	42
	S	Eastern	Wyandotte-Pratt	17
	T	Eastern	George-Franklin	50
		Total		356
		Grand Total		1,361

(c) CONSERVATION AREAS

These areas, which cover the entire residential sections of the city with the exception of the redevelopment and rehabilitation areas, require joint action by the City and the public. The basic treatments will be By-law and code enforcements and possible improvements to housing and environment. Obviously, because of staff limitations the Zoning By-law, building and minimum housing codes cannot be strictly enforced on a city wide basis, neither is it possible to organize citizen activity effectively on the same basis. It is therefore, proposed that the conservation programme be carried out in the following stages, which are based on the assessed priorities for treatment.

Stage 1	Neighbourhoods
1959-1963	4, 9, 13, 16, 18
Stage II	
1964-1969	3, 10, 19, 22, 23, 24, 25
Stage III	
1970-1975	2, 5, 14, 20

PART IV

SECTION 2

(d) SUMMARY OF FIFTEEN YEAR PROGRAMME

The programme can be summarized as follows:-

Stage	Redevelopment	Rehabilitation	Conservation Neighbourhoods
I 1959-1963	IV	G, H, I, K, L, O, Q	4, 9, 13, 16, 18
II 1964-1969	V, VI, VII, VIII, IX	A, C, F, J, M, N,	3, 10, 19, 22, 23, 24, 25
III 1970-1975	I, II, III	B, D, E, P, R, S, T	2, 5, 14, 20

THE PROGRAMME FOR THE SUBURBAN MUNICIPALITIES

(a) REDEVELOPMENT

The only suburban redevelopment area is in the Town of Tecumseh and it is proposed that clearance and redevelopment take place in the period 1959-1963. It will be necessary for the Town to have an Official Plan in force before the area can be designated for redevelopment.

(b) REHABILITATION

Township of Sandwich West

There are four rehabilitation areas within this Township and the degree of rehabilitation required is generally the same for each area. However, it may not be possible for the Township to undertake an extensive rehabilitation programme and therefore it is proposed that rehabilitation be carried out in the following stages:-

Stage	Project	Gross Area (Acres)
I 1959-1963	S. B. S. D.	150 15
		TOTAL
		165
II 1964-1969	S. C. S. A.	60 95
		TOTAL
		155

Township of Sandwich East

The two rehabilitation areas in this Township are S.E. and S.F. with a total gross area of 90 acres. It is proposed that these be rehabilitated in the period 1959-1963.

Town of Riverside

The only rehabilitation area in the Town is S. G. with an area of 25 acres, and it is proposed that this area be rehabilitated in the period 1959-1963.

(c) CONSERVATION

In the suburban municipalities where many of the neighbourhoods are new or medium aged the prevention of blight by conservation is still extremely important. It is proposed that each municipality shall institute conservation measures immediately or as soon as the necessary legislation and staff for enforcement are available. The number of neighbourhoods in the Townships of Sandwich West and Sandwich East may be too large for immediate overall conservation measure and it is proposed the programme for these municipalities be carried out in two stages - 1959-1963, and 1964-1969.

THE WIDESPREAD USE OF THE INSTITUTIONAL MODEL IN THE COMMUNITY

and resulted in great social and economic well-being for all - **TRADITIONAL** (a)
 towns still used their traditional institutions to maintain their autonomy at the same time
 as their towns developed and grew. In contrast, modern towns have been forced to
 change their traditional institutions to meet the needs of modern society. (See (b) - 6691-926)

Community Neighbourhood

THE WIDESPREAD USE OF THE INSTITUTIONAL MODEL (c)

TOWN DEVELOPED BY CITIZENS

throughout the world there is a strong tradition of town autonomy, which
 is now being replaced by towns with citizens' self-government. Most of these towns
 are located in countries where the government of citizens' self-government is one of the
 principal characteristics of the town's administration. These towns are called
 "citizen-controlled" and are run

10, 12, 13, 21

24, 25

26, 27

NAME	TYPE	AGE
DE	1	5-2
SI	2	6-3

DE	3	5-2	1961-9261
SI	4	6-3	1961-9261

DE	5	7-4	1961-9261
SI	6	8-5	1961-9261

TOWN DEVELOPED BY CITIZENS

DE, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 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PART V

PART V

THE ESTIMATED COST

PART V

SECTION 1

THE ESTIMATED COST FINANCIAL ASSISTANCE

FEDERAL ASSISTANCE

Section 23, Part III of the National Housing Act, 1954 authorizes the Federal Government to contribute up to one half of the cost of acquiring and clearing a redevelopment site, subject to the following conditions:-

- (a) The municipality must have an approved Official Plan.
- (b) The redevelopment areas must have been designated and approved by the Provincial Minister.
- (c) The area must contain a substantial proportion of housing, either before or after redevelopment.
- (d) A satisfactory plan for the relocation of families displaced by clearance must be prepared.

Section 33, Part V of the National Housing Act permits the Federal Government to grant up to 50% of the estimated cost of planning studies of specific areas for redevelopment, providing that these are approved by the Provincial Minister.

Part IV of the National Housing Act is of special interest in the case of rehabilitation and conservation projects as the act authorizes the Federal Government to guarantee loans made by banks for the purpose of home improvements.

PROVINCIAL ASSISTANCE

Section 3 of the Housing Development Act authorizes the contribution by the Provincial Government of up to 25% of the cost of acquisition and clearance of redevelopment sites.

FEDERAL-PROVINCIAL HOUSING PROJECTS

Other important Government assistance may be given under the provisions for Federal-Provincial Housing projects whereby the Federal Government assumes 75% and the Provincial Government 25% of the cost of a subsidized rental housing project. In the case of a full recovery housing project, the cost contributions are divided:- Federal Government 75%, Provincial Government 17-1/2% and the municipality 7-1/2%.

PART V

SECTION 2

METHOD OF ESTIMATING REDEVELOPMENT COSTS - CITY OF WINDSOR

ACQUISITION

Whilst acknowledging that an accurate estimate of the above costs would require a detailed appraisal of individual properties, which is not within the terms of reference and which, even if made, would be subject to price fluctuations during the period of the plan, it is necessary to obtain some idea of the cost of acquiring and clearing the redevelopment areas.

To this effect a cost estimate was made, based on 1958 assessment values. Studies were made of real estate transactions in the areas in question in order to obtain some relationship between assessed values and sales. Previous studies made by the City of Windsor Planning Board in connection with the central redevelopment areas have suggested that a reasonable estimate of property sale value can be made by multiplying the total assessment of the property by a factor of three.

From our studies it was found that the average relationship between total assessment and sales value is as follows:-

Type of Development	Sales Value:	Total Assessment
Single family residences	2.9	:
Duplexes	2.8	:
Apartments	2.3	:
Commercial	2.6	:
Industrial	4.6	:

As most of the structures proposed to be cleared consist of single family residences, the factor of three times assessed value, together with the knowledge of sales values in the district affected, was used for estimating the cost of acquisition of the redevelopment areas.

CLEARANCE

\$3000 per acre was taken as a reasonable estimate for the demolition of buildings and clearance of the sites.

ALLOWANCE FOR CONTINGENCIES

An allowance of ten per cent of the estimated cost of acquisition was made to cover such additional expenses as payment for forcible taking and loss of business.

RESALE VALUE OF CLEARED SITES

Estimating the resale value of the land after clearance is fraught with uncertainties because of time lapses between clearance and resale and because of the possible changes of use of the cleared land. However, it was considered necessary to make such an estimate in order to arrive at a net cost of acquisition and clearance, and the 1958 assessed land value was used for this purpose, employing the method outlined in the first part of this section.

PART V

SECTION 3

ESTIMATED RENEWAL COSTS FOR THE CITY OF WINDSOR

(a) REDEVELOPMENT

Based on the methods outlined in Section 2, the following estimate of costs was made:-

Project	Acquisition, Clearance, 10% allowance	Resale of Land	Net Cost	Federal	Division of Cost Provincial	City
	\$000	\$000	\$000	\$000	\$000	\$000
I	1186	114	1072	536	268	268
II	724	326	398	199	99	100
III	1753	305	1448	724	362	362
IV	9067	2248	6819	3409	1705	1704
V	2037	599	1438	719	360	359
VI	1476	303	1173	587	293	293
VII	151	58	93	47	23	24
VIII	1299	242	1057	529	265	264
IX	414	71	343	171	86	86
Total	18,107	4,266	13,841	6,921	3,461	3,460

It should be noted that the estimate of costs for Project IV include the two central redevelopment areas approved by the Federal and Provincial Government. Maximum contributions from the Federal and Provincial Government have been assumed in preparing the estimate.

A division of the above estimate of costs for the three stages of the fifteen year programme are:-

Stage	Federal	Estimate of Net Costs Province	City	Cost per year to City
	\$000	\$000	\$000	\$000
I 1959-1963	3409	1705	1704	426
II 1964-1969	2053	1027	1026	171
III 1970-1975	1459	729	730	146
Total	6921	3461	3460	

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SECTION 3

(b) REHABILITATION

Basically rehabilitation will consist of:-

- (i) Acquisition and clearance of individual blighted structures.
- (ii) Improvement of community facilities.
- (iii) Encouragement of citizen activity in neighbourhood improvement.

The cost of the first item is difficult to estimate, as much clearance may be carried out without action by the City. However, assuming half the sites were cleared by their owners and half the City and allowing for the resale of the sites cleared by the City a conservative estimate of the net cost to the City of the acquisition and clearance of sites in rehabilitation areas would be \$900,000 for a fifteen year period, or \$60,000 a year.

No allowance has been made for possible Federal or Provincial assistance in the costs of the acquisition and clearance within the rehabilitation and conservation areas. The possibility of such aid would have to be discussed with the respective Governments.

It would not be possible within the scope of this study to establish the cost of the improvement of community facilities that may be necessary in rehabilitation areas. A detailed study of the necessary improvements will be required before any realistic estimates can be prepared. The promotion of citizen interest in rehabilitation would be combined with that proposed for neighbourhood conservation and an estimate of this cost is given later.

(c) CONSERVATION

The primary costs of this programme will be that of By-law and code enforcement and the promotion of citizen participation. The number of additional housing department staff that may be necessary for strict enforcement will not become evident until after the start of the programme, and therefore no estimate has been made of the cost of this item. Citizen participation is dealt with in the following paragraph.

(d) ADMINISTRATION AND PROMOTION OF CITIZEN PARTICIPATION

To a great extent the cost of the above will be dependent on citizen response to urban renewal. In the City of Detroit community workers are employed within the neighbourhoods. Whether this will be necessary in Windsor remains to be seen. An arbitrary figure of \$30,000 per year has therefore been allocated for administration costs and organization of citizen participation in urban renewal.

PART V

SECTION 3

(e) SUMMARY OF ESTIMATED COSTS OF THE FIFTEEN YEAR RENEWAL PROGRAMME

The following shows the estimated cost of urban renewal to the City of Windsor per Year and for the three stages of the fifteen year programme.

Stage	Redevelopment Cost		Rehabilitation Cost		Administration		Total	
	Stage \$000	Year \$000	Stage \$000	Year \$000	Stage \$000	Year \$000	Stage \$000	Year \$000
I 1959-63	1704	426	261	65	120	30	2085	521
II 1964-69	1026	171	403	67	180	30	1609	268
III 1970-75	730	146	236	47	150	30	1116	223
Total	3460		900			450		4810

An increase of one mill on the present city property tax rate will mean an approximate annual increase in revenue of \$180,000.

On this basis the expenditure for urban renewal for Stage I will mean an additional 2.9 mills in the present mill rate. For Stages II and III the increase in the present mill rate will be 1.5 mills and 1.3 mills respectively. It should be noted that Stage I of the programme includes those areas already designated for redevelopment by the City and it is intended that the City will pay part of their acquisition and clearance costs from the tax levy for the acquisition of land for the Windsor Avenue Esplanade Deferred Widening Project.

PART V

SECTION 4

RENEWAL COSTS FOR THE SUBURBAN MUNICIPALITIES

While close estimates of the above costs will be possible only after extensive surveys and actual experience under the renewal programme, rough estimates were made from preliminary surveys of the needs of each renewal area, in conjunction with the information obtained from the estimates of the renewal costs in the City, adjusted to allow for differing land values.

(a) REDEVELOPMENT

Town of Tecumseh

It is estimated that the net cost of the acquisition and clearance of this area and the resale of the land for housing purposes will be \$120,000. Assuming that the maximum assistance will be given by the Federal and Provincial Governments, this cost will be divided as follows:-

Federal Government	\$60,000
Provincial Government	\$30,000
Town of Tecumseh	<u>\$30,000</u>
Total	\$120,000

(b) REHABILITATION

A rough estimate of the acquisition and clearance of individual structures that may be necessary for rehabilitation was made, based on information obtained from studies made in the City. The division of the estimated costs between the various municipalities, divided into programme stages, is given below:-

Stage	Project	Acres	Acquisition & Clearance	Cost Per Year
Township of Sandwich West				
1 1959-63	S. B. S. D.	150 15	90,000 <u>9,000</u>	
		165	99,000	24,750
11 1964-69	S. C. S. A.	60 95	36,000 <u>57,000</u>	
		155	93,000	15,500
Township of Sandwich East				
1 1959-63	S. E. S. F.	55 35	33,000 <u>21,000</u>	
		90	54,000	13,500
Town of Riverside				
1 1959-63	S. G.	25	15,000	3,750

PART V

SECTION 4

No estimate was made of the cost of the public works, as such road improvements and park provisions, that may be necessary for rehabilitation. Detailed surveys not possible within the scope of this study will be required for this information.

(c) CONSERVATION

Staff will be required to organize citizen participation in conservation and it is proposed that such staff will form part of the Windsor and Suburban Planning Board organization. An initial estimate of \$10,000 per year has been made for this additional staff.

(d) ADMINISTRATION AND PLANNING

It is proposed that the staff necessary to administer and co-ordinate the renewal programme and carry out the necessary detailed planning will also form part of the Windsor and Suburban Planning Board organization. \$15,000 per year was estimated as the cost of the above.

It should be noted that Section 23 of Part V of the National Housing Act, 1954 permits the Federal Government to grant up to 50% of the estimated cost of the studies of specific areas.

(e) SUMMARY OF RENEWAL COSTS

The estimated cost of urban renewal to the suburban municipalities is summarized as follows:-

Stage	Redevelopment	Rehabilitation	Conservation	Administration & Planning	Total
I 1956-63	30,000	42,000	40,000	60,000	172,000
II 1964-69		15,500	60,000	90,000	165,000
III 1970-75			50,000	75,000	125,000
Total	30,000	57,500	150,000	225,000	462,500

On an annual basis the total costs will be \$43,000 for Stage I and \$27,500 and \$25,000 for Stages II and III respectively.

PART V

SECTION 5

THE CAPITAL BUDGET AND URBAN RENEWAL

Essential to sound Urban Renewal are a long range development plan covering several years and a capital budget to implement the Plan. The following resolution approved unanimously at the Annual Meeting of the Community Planning Association of Canada in Vancouver, B. C. on October 20th. 1957 is of interest.

1. That all urban and rural municipalities should have a plan of their long range overall development prepared by their officials and their planning boards and then approved by their councils.

2. That, as one means of implementing the long term overall plan, both urban and rural municipalities should have a capital budget for an immediate period of about five years prepared by their officials and adopted by their planning boards and officially approved by their councils.

3. That the capital budget should be reviewed from time to time by officials, planning boards and councils in relation to long term planning proposals.

4. That the following factors should be taken into account in the preparation of the capital budget.

- (a) The official plan of the municipality.
- (b) Existing debenture commitments.
- (c) Financial resources and debenture capacity.
- (d) Present and future debenture interest rates.
- (e) Availability of long term funds.
- (f) Statutory debt limitations.

The details of the Capital Budget and the Urban Plan with special reference to the City of Vancouver were given by Mr. John C. Oliver, Member of the Board of Commissioners, at the National Planning Conference, on October 1st. 1957.

The capital budget details the financing necessary for the construction of the city facilities and often covers a period of some years rather than the one year for the normal revenue budget. In the case of the City of Vancouver, a five year plan is at present in force. As outlined by Mr. Oliver the advantages of a capital budget are briefly:-

- 1. A more efficient organization can be built up in the design and construction of the various municipal facilities.
- 2. Work can be scheduled more efficiently.
- 3. The municipality can borrow money to better advantage.
- 4. It can reduce pressure by local areas and can do one thorough selling job to the ratepayers every five years.

The disadvantages of a capital budget are that it is relatively rigid and that it is difficult to foresee all civic requirements over a long period.

PART V

SECTION 6

FINANCIAL BENEFITS OF URBAN RENEWAL

There will be a marked effect on the tax yield of the blighted areas after clearance and redevelopment.

Maximum depreciation has been reached by many of the old buildings and their replacement by modern buildings will ensure a much greater tax return. In addition, the reuse of present residential areas for industrial and commercial uses will again substantially increase the taxation returns.

Furthermore, experience in redevelopment schemes in Great Britain, the Continent of Europe, Canada and the United States has shown that there were considerable savings to the various municipalities in the provision of health and welfare services for the rehoused families and in many cases a reduction in the cost of police and fire protection services.

PART VI IMPLEMENTING THE PROGRAMME

-dates need even greater care than will be necessary otherwise, so as to avoid unnecessary disruption of the programme. It is important to have a clear understanding of the likely impact of the new system on the existing system, and to take steps to minimize any adverse effects.

-However, good planning can help to minimize the impact of the new system on the existing system, and to ensure that the new system is fully integrated with the existing system.

-An implementation plan should always be developed in consultation with all relevant stakeholders, including management, staff, and customers. The plan should be realistic and achievable, and should include a timeline for the implementation process.

THE CITY OF MINDSET

PART VI

-moving forward, it is important to maintain a clear focus on the goals of the programme, and to continue to work towards them.

-In addition, attention should be given to the development of a communication strategy, to ensure that all stakeholders are kept informed of the progress of the programme, and to build support for the new system.

SECTION 2 THE IMPLEMENTATION PLAN

-The implementation plan should be developed in consultation with all relevant stakeholders, and should include a timeline for the implementation process.

-The implementation plan should also include a communication strategy, to ensure that all stakeholders are kept informed of the progress of the programme, and to build support for the new system.

-The implementation plan should also include a plan for training and development, to ensure that all stakeholders are able to effectively use the new system.

-The implementation plan should also include a plan for monitoring and evaluation, to ensure that the programme is achieving its intended outcomes.

-The implementation plan should also include a plan for addressing any potential risks or challenges, to ensure that the programme is successful.

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-The implementation plan should also include a plan for addressing any potential risks or challenges, to ensure that the programme is successful.

PART VI

SECTION 1

IMPLEMENTING THE PROGRAMME

In the previous sections of this study the following have been established:-

- (a) The area requiring redevelopment within the next fifteen years.
- (b) The rehabilitation and conservation areas within the city.
- (c) The possible population that will require rehousing as a result of redevelopment.
- (d) A fifteen year programme for urban renewal.
- (e) An estimate of the costs of an urban renewal programme.

In order to implement the fifteen year urban renewal programme the following procedures are recommended:-

THE CITY OF WINDSOR

City Council

- (i) The council should adopt the urban renewal programme and should prepare a long term capital budget including expenditure for urban renewal.
- (ii) Submission should be made to the Federal and Provincial Government for assistance in the acquisition and clearance of land for redevelopment.
- (iii) An agency should be established to deal with the problems of relocating and advising those families displaced by the clearance of sites for redevelopment. (This Agency could form part of the Windsor Housing Authority).

Planning Board

- (i) The Board should study the Urban Renewal Programme and the proposals should be incorporated in a long range development plan of the city.
- (ii) Comprehensive plans should be prepared of each redevelopment area in the staging listed in the Programme. Assistance for these specific area studies should be requested from the Federal Government.
- (iii) The Board should consider the provisions of Section 20 of the Planning Act 1955, as a means of implementing a rehabilitation programme. (Redevelopment as defined in this section includes rehabilitation.)

Studies should be made of the areas selected for rehabilitation in order to determine the best means of improving these declining areas, and pilot rehabilitation and conservation projects should be initiated to demonstrate the advantages of renewal.

- (iv) The Board should form an Urban Renewal section to co-ordinate all phases of the programme and to promote citizen participation in urban renewal. This section will organize neighbourhood improvement groups, will encourage business groups to develop com-

PART VI
SECTION 1

PLANNING BOARD (Continued)

cumity resources and will encourage redevelopment by private enterprise.

- (v) The Official Plan and Zoning By-law should be amended as recommended in Part III Section 3 of the study and there should be continuing revision of the Plan and Zoning By-law as required by changing factors in the City development.

Building and Planning Department

This Department should systematically inspect the City neighbourhoods and enforce the building and Minimum Housing Standard Code wherever necessary.

Parks and Recreation Department

The present programme for the provision and improvement of parks and play areas in the inadequately serviced neighbourhoods should be continued.

Traffic Engineering Department

A continuing study should be made of the traffic circulation of the City with special regard to the discouragement of through traffic in residential areas, the improvement of streets and intersections, and the development of truck routes to serve the existing and future industrial areas.

SECTION 2

THE SUBURBAN MUNICIPALITIES

The Councils

- (i) The Urban Renewal Programme should be adopted and a study made of the financing necessary for the implementation of the programme.
- (ii) The Councils of the Town of Tecumseh, the Village of St. Clair Beach, the Township of Sandwich South, and the Township of Maidstone should prepare and adopt Official Plans and Zoning By-laws.
- (iii) The Councils should study the possibility of adopting a uniform Metropolitan Building Code and a Minimum Housing Standards Code.
- (iv) Existing By-laws should be strictly enforced to prevent deterioration of neighbourhoods.
- (v) A submission should be made to the Federal and Provincial Government for assistance in the acquisition and clearance of land for redevelopment.

PART VI

SECTION 2

THE SUBURBAN MUNICIPALITIES (Continued)

The Windsor and Suburban Planning Board

- (i) The Board should engage technical staff to assist in the planning of the suburban areas and to co-ordinate planning proposals with those of the City.
- (ii) The Board should study the means necessary to rehabilitate the suburban areas listed for improvement in the study.
- (iii) Citizen participation in neighbourhood improvement should be organized by staff engaged for this purpose.
- (iv) A study should be made of the transportation requirements of the suburban area, in conjunction with the City Traffic Engineering Department.
- (v) Periodic revision of Official Plans and Zoning By-laws should be made in accordance with changing conditions within the area.
- (vi) The provisions of Section 20 of the Planning Act 1955, should be used to resubdivide undeveloped areas that were subdivided many years ago, and which do not conform to present planning standards.

Planning Areas

THE SUBURBAN MUNICIPALITIES

(1) The boundaries of the Suburban Residential Districts and the proposed boundaries of the proposed residential areas of each new development plan should be defined by the Suburban Residential Board. (1)

(2) The Suburban Residential Board should be informed of each new development plan.

(3) The Suburban Residential Board should be informed of each new development plan.

(4) The Suburban Residential Board should be informed of each new development plan.

(5) The Suburban Residential Board should be informed of each new development plan.

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(14) The Suburban Residential Board should be informed of each new development plan.

(15) The Suburban Residential Board should be informed of each new development plan.

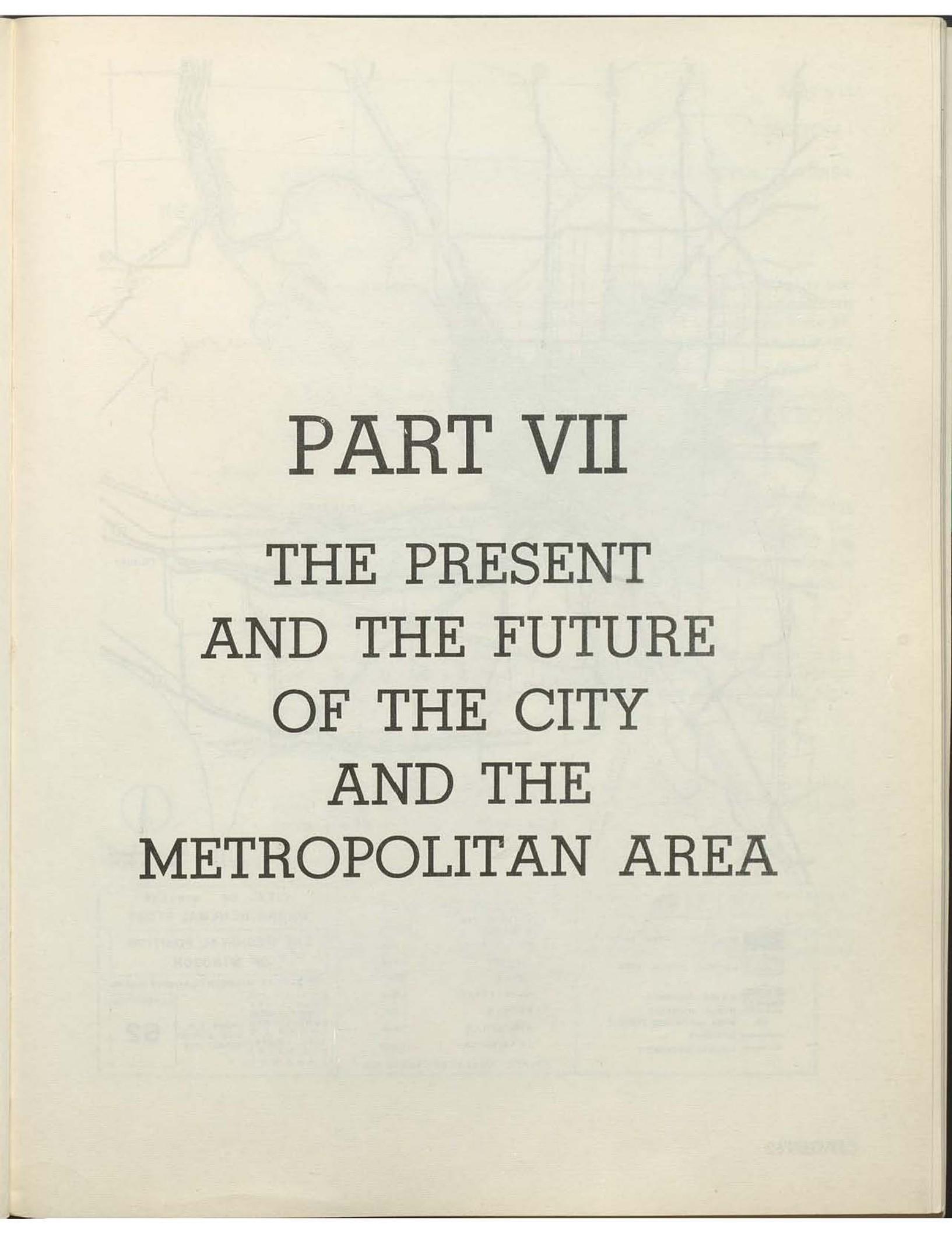
(16) The Suburban Residential Board should be informed of each new development plan.

(17) The Suburban Residential Board should be informed of each new development plan.

(18) The Suburban Residential Board should be informed of each new development plan.

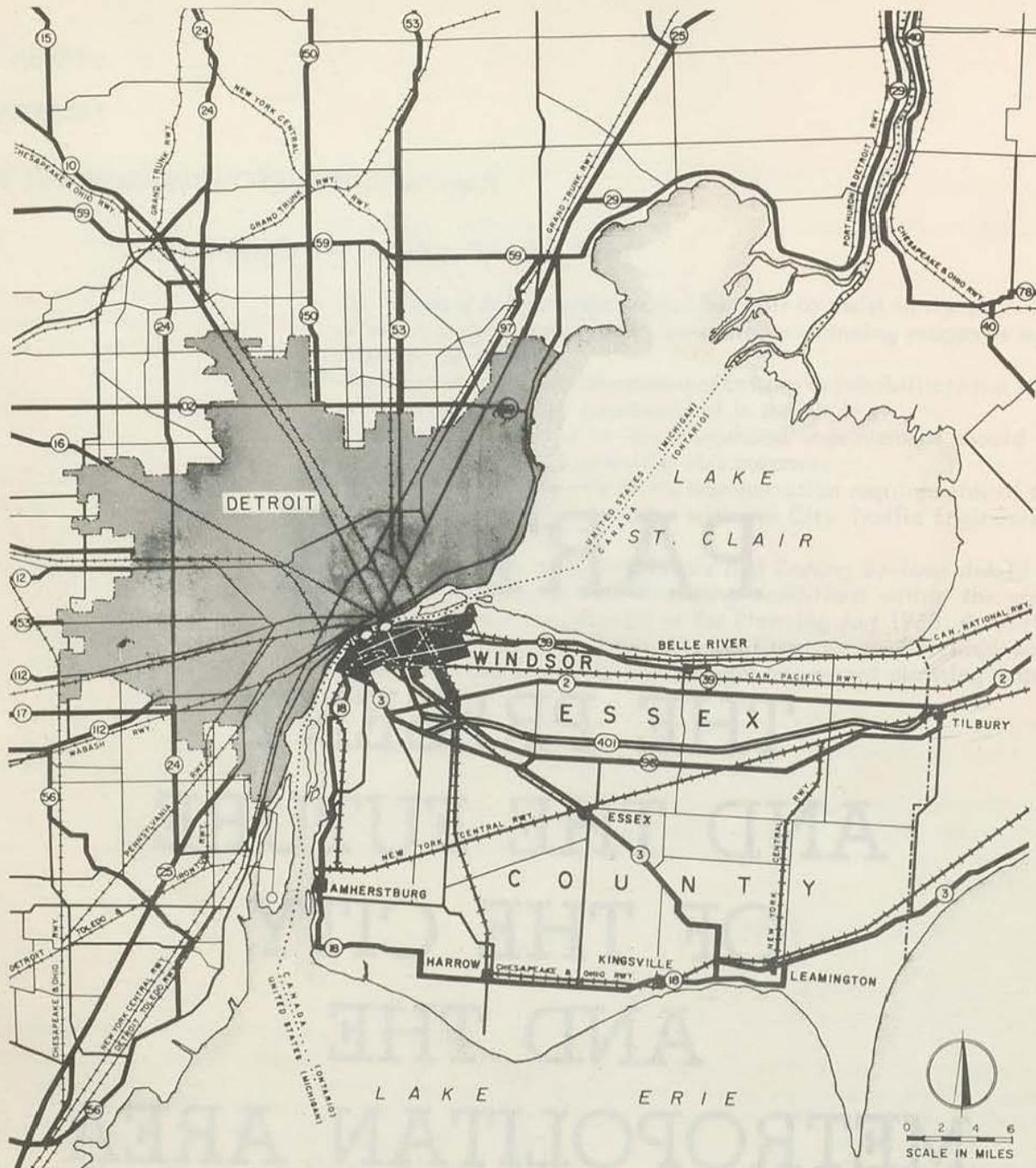
(19) The Suburban Residential Board should be informed of each new development plan.

(20) The Suburban Residential Board should be informed of each new development plan.



PART VII

THE PRESENT AND THE FUTURE OF THE CITY AND THE METROPOLITAN AREA



LEGEND		POPULATION 1956	CITY OF WINDSOR URBAN RENEWAL STUDY
■	WINDSOR URBAN AREA	METROPOLITAN WINDSOR 185,865	THE REGIONAL POSITION OF WINDSOR
■	DETROIT URBAN AREA	BELLE RIVER 1,814	THE CITY OF WINDSOR PLANNING BOARD
— (401)	MAJOR HIGHWAYS	TILBURY 3,138	E.G. FALUDI AND ASSOCIATES
— (3)	MINOR HIGHWAYS	ESSEX 3,348	TOWN PLANNING CONSULTANTS
—	ROAD AND RAILWAY TUNNELS	AMHERSTBURG 4,099	LIMITED
—	RAILWAYS	HARROW 1,851	TOWN PLANNERS
—	COUNTY BOUNDARY	KINGSVILLE 2,884	ENGINEERS
		LEAMINGTON 7,856	PROJECT 904
SOURCE : CENSUS OF CANADA 1956		TORONTO	DRAWN: E.H. DATE: SEPT. 58
			ILLUSTRATION
			62

PART V11

SECTION 1

THE PRESENT AND FUTURE OF THE CITY AND THE METROPOLITAN AREA

THE ESSEX REGION

The Peninsula (Illustration 62)

The region of which Metropolitan Windsor forms an important part can be considered to be the County of Essex, which is situated at the southern boundary of that peninsula of south western Ontario bounded by Lake St. Clair, the Detroit River, and Lake Erie. Mostly level land and low altitude, the County has an area of 707 square miles.

Outside the Metropolitan Area the larger communities are Leamington, Amherstburg, Essex and Tilbury; Leamington being the largest, with a 1956 population of 7,856.

Population Growth

The population of the County has increased 320.3% from 1901 to 1956 and 13.7% from 1951 to 1956. The 1956 population being 246,901. The population increases for the adjoining County of Kent were 49.2% and 7.9% for the same periods. This marked difference in the rate of growth is due to the rapid expansion of the Windsor area in the early part of the century.

Changes in Population Distribution

With the rise of the industrial age the population distribution of the County has had striking changes. In 1951 the population was only eighteen percent rural, compared with fifty two percent in 1911 and seventy eight percent in 1871.

Manufacturing, the Major Industry

In 1951 the manufacturing industry was the largest group in the labour force, being 47.1% of the total force, the service and agricultural groups being 15.4% and 8.0% respectively.

Future Growth

The Ontario Department of Economics estimates that the population of the County, will reach 412,000 by 1976, a sixty-seven percent increase on the 1956 population. The areas of greatest growth outside the Metropolitan area of Windsor are expected to be Amherstburg, Leamington, Essex and Kingsville. (See Illustration No. 64.)

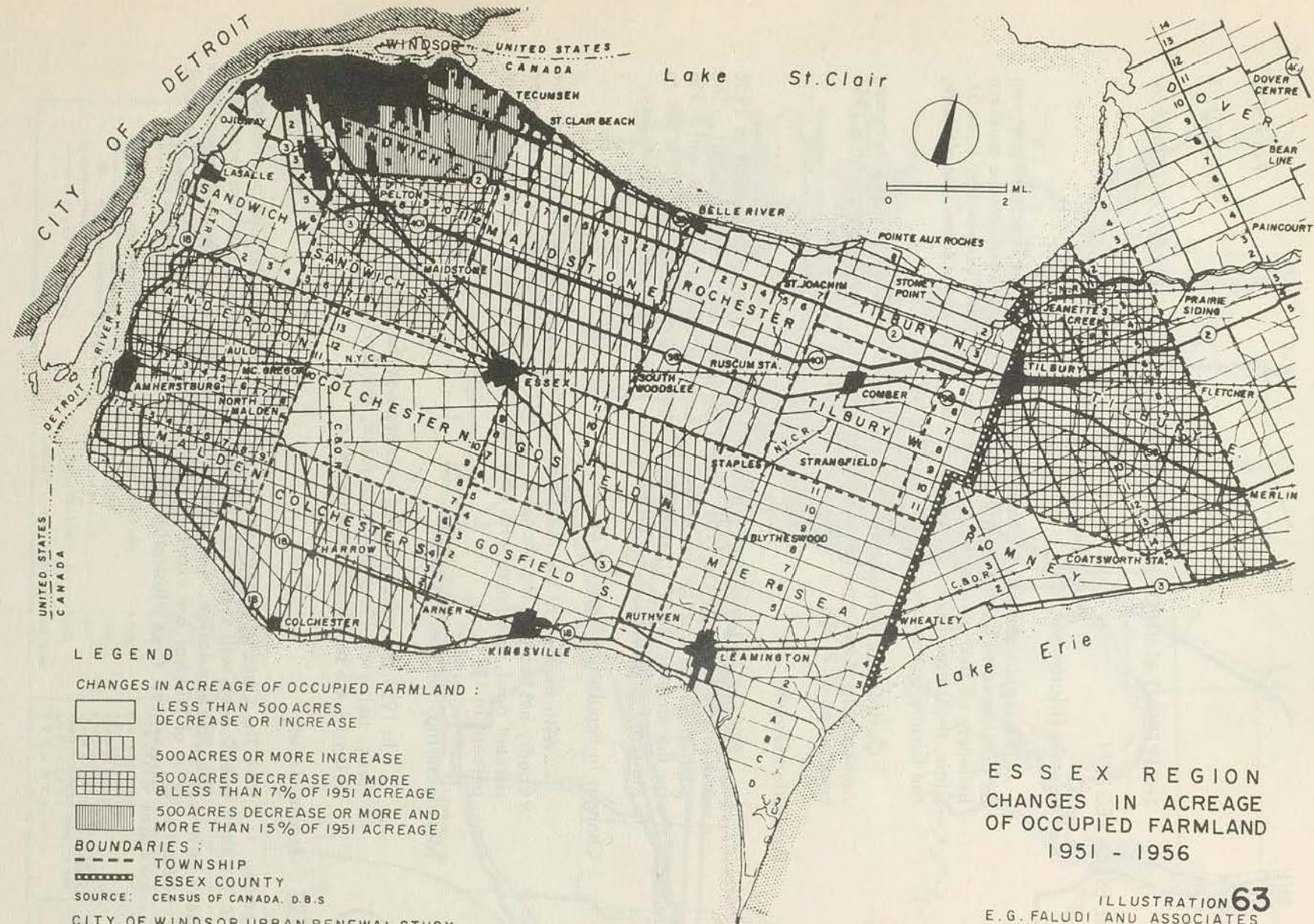
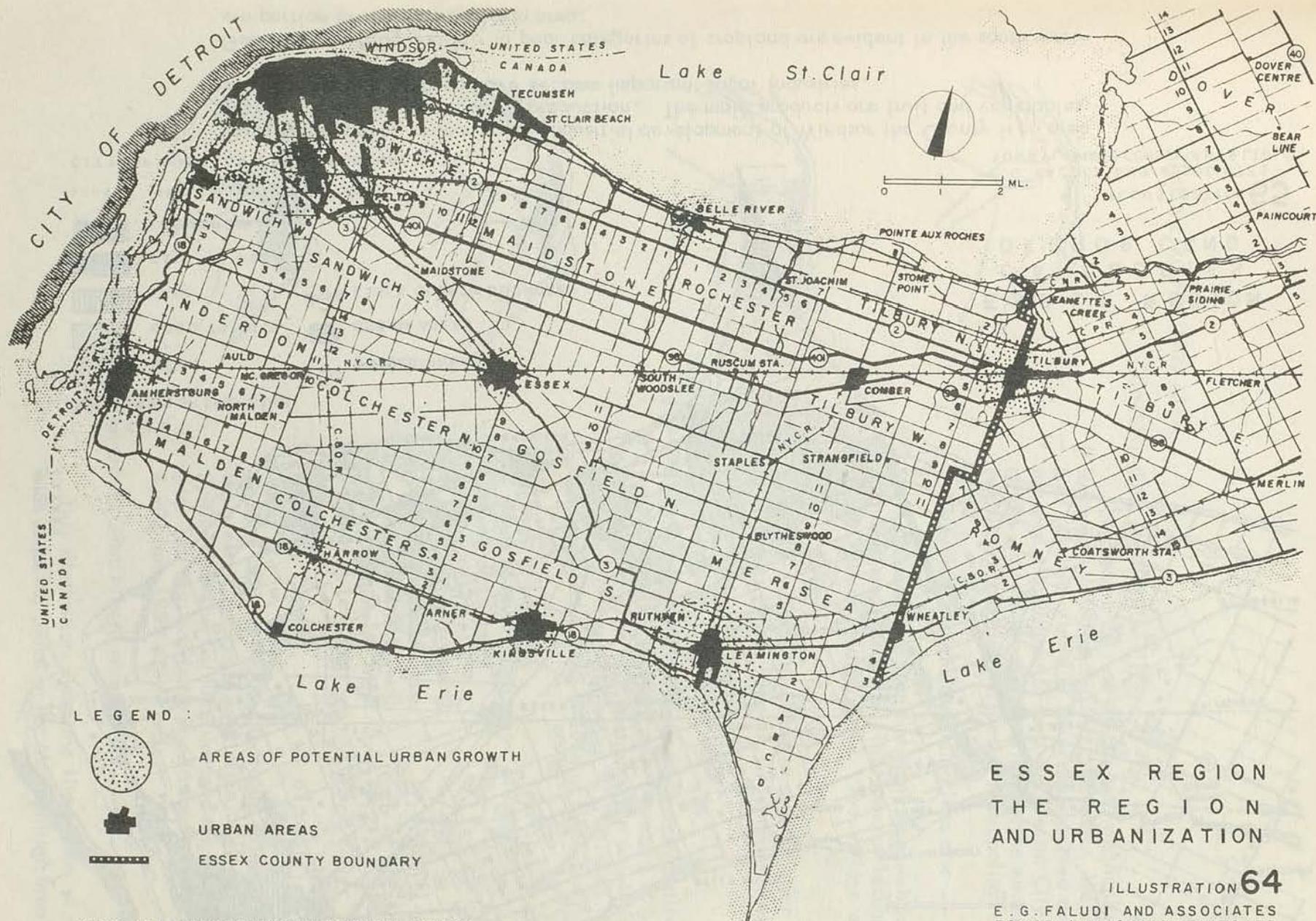


ILLUSTRATION 63
E.G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD.

During the period 1951-1956 the acreage of occupied farms in the Township adjoining the City of Windsor generally decreased, especially in Sandwich West. The largest increases were in the Townships in the central part of the region.

Despite the increase in the urban population of the County, the total area of farm land has increased in recent years, the increase from 1951 to 1956 being 1,508 acres.



The region forms a transportation corridor for rail and road routes from central and eastern Ontario to the border crossing at Windsor. A portion of the limited access Highway No. 401 from Tilbury to Windsor has recently been opened. The eventual completion of this highway from Windsor to Quebec will greatly increase the role of the region as a transportation corridor.

ILLUSTRATION 64

E. G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD.



SOURCE : SOIL SURVEY OF ESSEX COUNTY

CITY OF WINDSOR URBAN RENEWAL STUDY

Outside the highly concentrated industrial development of Windsor the County is an area of rich and varied agricultural production. The main products are fruit and vegetables, and canning and bottling have become important local industries.

Good to fair, fair, and fair to poor categories of cropland are evident in the south western portion of the Metropolitan area.

ILLUSTRATION 65
E.G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD.

THE METROPOLITAN AREA

CONSTITUENT MUNICIPALITIES

The present City of Windsor was originally a group of four municipalities; Sandwich, Windsor, Walkerville and East Windsor. In 1935 these amalgamated as a result of economic conditions to form the present City, which together with the urbanized portions of the surrounding municipalities comprise the present Metropolitan area.

These neighbouring municipalities are:-

The Townships of Sandwich East, Sandwich South, Sandwich West and Maidstone. The Towns of Tecumseh, Riverside, Ojibway and La Salle. The Village of St. Clair Beach.

In 1959 the recently approved amalgamation of the Town of La Salle with the Township of Sandwich West will come into force.

RAPID SUBURBAN GROWTH

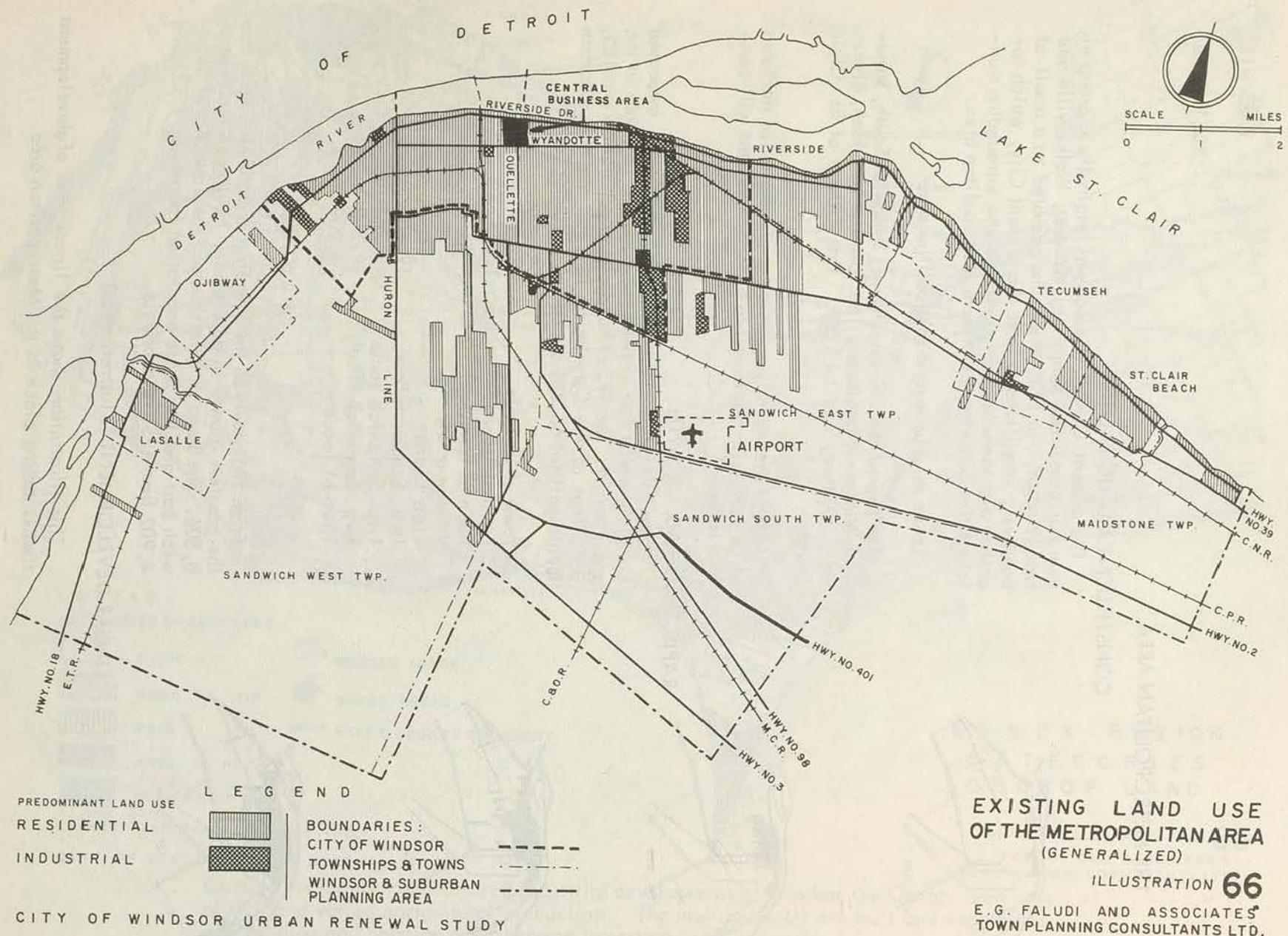
From 1941 to 1956 the suburban population increased by 304% whilst that of the City increased 16% only in the same period. The 1956 Metropolitan population was 185,865, that of the City being 121,980 and the suburban municipalities 63,885 divided as follows:-

Town of La Salle	2,703
Town of Riverside	13,335
Town of Ojibway	-----
Village of St.	
Clair Beach	834
Twp. Sandwich East	19,868
Twp. Sandwich South	3,724
Twp. Sandwich West	19,212
Town of Tecumseh	<u>4,209</u>
	63,885

From 1951 to 1956 the Township of Sandwich West had the greatest growth in population, having an increase of 8,806. The Town of Riverside and the Township of Sandwich East also had large population increases, 4,121 and 4,902 from 1951 respectively.

LINEAR DEVELOPMENT (Illustration 66)

This illustration shows the linear form of development that is taking place in the Metropolitan area.



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SECTION 2

The Town of Riverside forms a continuation of the City to the east whilst development in the Township of Sandwich East and Sandwich West forms a southerly extension of the City. The Towns of La Salle and Tecumseh, and the Village of St. Clair Beach are not directly connected to the City urban area. Large portions of the Townships of Sandwich East and Sandwich West are agricultural as is the major portion of the Townships of Sandwich South and Maidstone. The Town of Ojibway is privately owned, has no population, and is the location of an important salt extraction industry.

The growth of the municipalities on the fringe of the City has led to some industrial development within their areas and a trend towards the location of shopping areas at the boundaries of the City in order to serve the City and the growing residential areas outside. However, the City still remains the employment and business centre of the Metropolitan area.

PART V11

SECTION 3

THE METROPOLITAN COMMUNITY

A. THE PAST

Early Settlements

The busiest inland waterway in the world, flows past the City of Windsor. The importance of the Detroit River which connects Lake Erie with the Northern Lakes, has been recognized from the earliest days of exploration and settlement of the area. The early French explorer, Cadillac, realized the strategic value of the waterway and in 1701 founded Fort Pontchartrain on the site of the present City of Detroit. This permanent settlement, a miniature Quebec with its narrow, river-front farms, was designed to serve a twofold purpose; that of a control over the fur trade, and as a military post. By the mid-18th century, a similar development had taken place on what is now the Canadian side of the River. This, the oldest white settlement in Ontario, marked the birth of the City of Windsor. The conquest of New France by the British, in 1759, did not alter or in any way affect the quiet rural life of the French settlers, but the American Revolution resulted in a Loyalist movement from America to the Essex area. Thus Amherstburg and Sandwich began to develop as population centres.

Up to 1812 the whole pattern of life in these communities was based upon economic, social and cultural self-sufficiency. After the American occupation of Detroit in 1796, the development along the south bank of the River did not parallel the rapid growth of its northern neighbour. An international border had been created and transportation facilities became geared to defence needs rather than markets, and the limitations of economic self-sufficiency restricted growth. However, as the years progressed, the geographical location of the Windsor area, as a focal point on the international boundary, gave reason for the continued growth of these early communities.

The Eighteen-Fifties

The 1850's began and ended with the advent of new forms of transportation in this area. Railways determined the leading centre of Essex County when Windsor was chosen as the best border crossing and became the terminus of the Niagara-Detroit rail line. This caused rapid growth resulting in the incorporation of Windsor as a Town in 1854. Later on, other railways favoured a Windsor-Detroit crossing and terminated at Windsor.

Transportation improvement and the important border position stimulated and facilitated urban growth in the area. The most rapid expansion took place in the western section of the Town near the ferry docks and in the eastern section in the vicinity of the railway yards.

The Automobile Era

The automobile dominates the border area in the twentieth century. After the formation of the Ford Motor Company of Canada in 1904 and the

subsequent development of Ford City, the Windsor area entered upon a period of rapid growth, and industrial development, further stimulated by World War I.

The 1920's marked a period of increased population and prosperity. The suburban areas began to develop and both Riverside and La Salle were incorporated as Towns during these years. The importance of the Windsor area was increased by the completion of the Ambassador Bridge across the Detroit River in 1929 and by the Windsor-Detroit Tunnel in 1930.

The Depression Years

The original constituents of the City of Windsor - the border municipalities of Windsor, East Windsor, Sandwich and Walkerville experienced rapid growth and expansion, the result of two factors; the growing importance of American branch plants in the Windsor area to counter-act Canadian tariffs erected against imported manufactured goods. It had been an early 20th century dream that the 1930's would bring phenomenal population growth and, as a result, large tracts of lands were serviced in anticipation of urban development. These dreams, however far exceeded the diminishing influx of population, and the remains of the hopefully laid sidewalks can still be seen amidst the farm land. It was the ensuing critical financial situation of the 1930's that led the four independent yet integrated border municipalities to amalgamate to form the City of Windsor on July 1st, 1935. These four original centres still form the nuclei of the commercial and industrial cores of the present city.

World War II and Later

During World War II Windsor responded to the demand for munitions. Population in the City increased to meet the wartime industrial employment needs. This increase resulted in a housing shortage followed by the first government housing projects and by 1946 some 2,300 units had been erected. Further Government sponsored projects have increased this total to some 4,400 units in 1958. Since the war there has been a phenomenal growth in residential communities outside the City limits.

B. POPULATION (Illustration 67)

Declining Growth of the City

The City of Windsor had a population in 1956 of 121,980. Since the 1935 amalgamation the population growth of the City has been slow compared with the increases in the decades before 1935, and the growth of the bordering municipalities. Population increase in the City of Windsor between 1921 and 1931 was 75.5%. From 1931 to 1941 the percentage increase dropped to 7.3%, rose to 14.9% and by 1951 was only 1.6% for 1951 to 1956. (See Table 17)

PART VI

SECTION 3

The drop between 1931 and 1941 could be attributed mainly to the depression and its adherents, low marriage and birth rates, especially applicable to vulnerable industrial cities such as Windsor. There was an upsurge in the population increase rate during the war years, but, in the decade following the war, the rate of increase has dropped to the lowest point to date. The primary reason for the recent decrease is the rapid development of the Metropolitan Area, much of which has taken place since the Second World War.

The Rise of the Suburbs

Population movements in industrialized Southern Ontario indicate a trend of movement from the smaller settlements to the larger municipalities and their surrounding suburbs. A further trend has been the slowing down of growth in the central city of a Metropolitan Area and the ensuing rapid development of the relatively undeveloped suburban municipalities.

In 1951 73.3% of the inhabitants of Metropolitan Windsor lived within the City of Windsor, but in 1956 this percentage dropped to 65.6%. (See Table 17). This shows that although urbanization is continuing to increase in Essex County the resultant growth is most prominent in the Metropolitan Area and not in the City proper.

Growth in the suburban municipalities has been most rapid during the last decade, particularly in the municipalities of Sandwich East, Sandwich West and Riverside although the other areas, with the exception of Ojibway which is primarily industrial, exhibit steady population increase.

CHARACTERISTICS OF THE POPULATION

Age & Sex Distribution

In 1956, 30% of the population in Metropolitan Windsor were between the ages of 25 and 44 years. This proportion was true for both men and women. The lowest percentages involved persons of 15 to 25 years, and persons over 65 years. At present the female population is almost equal to the male population.

Declining Marriage Rate

The total number of marriages contracted in the City of Windsor from 1941 to 1956 was 4,886. The rate per 1,000 has declined from 15.6 in 1941 to 12.7 in 1956. This rate is still higher than the Canadian average rate of 8.7.

The number of families in Windsor is affected by economic conditions. A further decrease in the number of marriages should be expected within the next few years due to the low marriage rate during the 1930's. It can be noted from Table 18 that there is a low percentage of young persons approaching marriageable age. However, the rise in number of marriages during the early war years should mean an increase in families by the late 1960's and 1970's.

Immigration

From 1946 to 1951 Essex County received 11,471 immigrants or 5.4% of the Ontario total. Although future immigration will depend upon government policy, it should be expected that an industrial area such as Windsor will attract a good proportion of any immigration.

Migration from Other Cities and Rural Areas

The rate of increase of the rural population of Essex County is decreasing and, since Windsor and the adjacent municipalities form the dominant urban centre in the County, the major part of the migrating rural population can be expected to settle in Metropolitan Windsor. Migration from other urban centres will depend upon the economic opportunities offered by the City in contrast to other cities. Windsor is still rather vulnerable economically, and until more variation in industry occurs and becomes established, cities such as Hamilton will have an advantage in attracting population and the migration from other cities to Windsor will be at a minimum.

Racial Origin

The two main racial groups in Metropolitan Windsor are the British, constituting 52% of the population, and the French, constituting 21.5%. The latter group shows the greatest increase, while the percentage of those of British origin has declined. Although the component percentages were affected by the war years; at present, the three main racial groups beside the British and French are the German, Italian and Polish.

Future Population

According to the report of the Royal Commission on Canada's Economic Prospects, the anticipated Canadian population in 1980 will be nearly 27 million. Ontario is expected to have a population of 8,184,000 by 1975, which would mean an increase of approximately 58% for the period 1955 - 1975. Assuming that the Metropolitan area of Windsor will grow at approximately the same rate of increase as that forecast for the Province of Ontario, it is estimated that the population of Metropolitan Windsor will be 280,000 and 320,000 for 1975 and 1980 respectively.

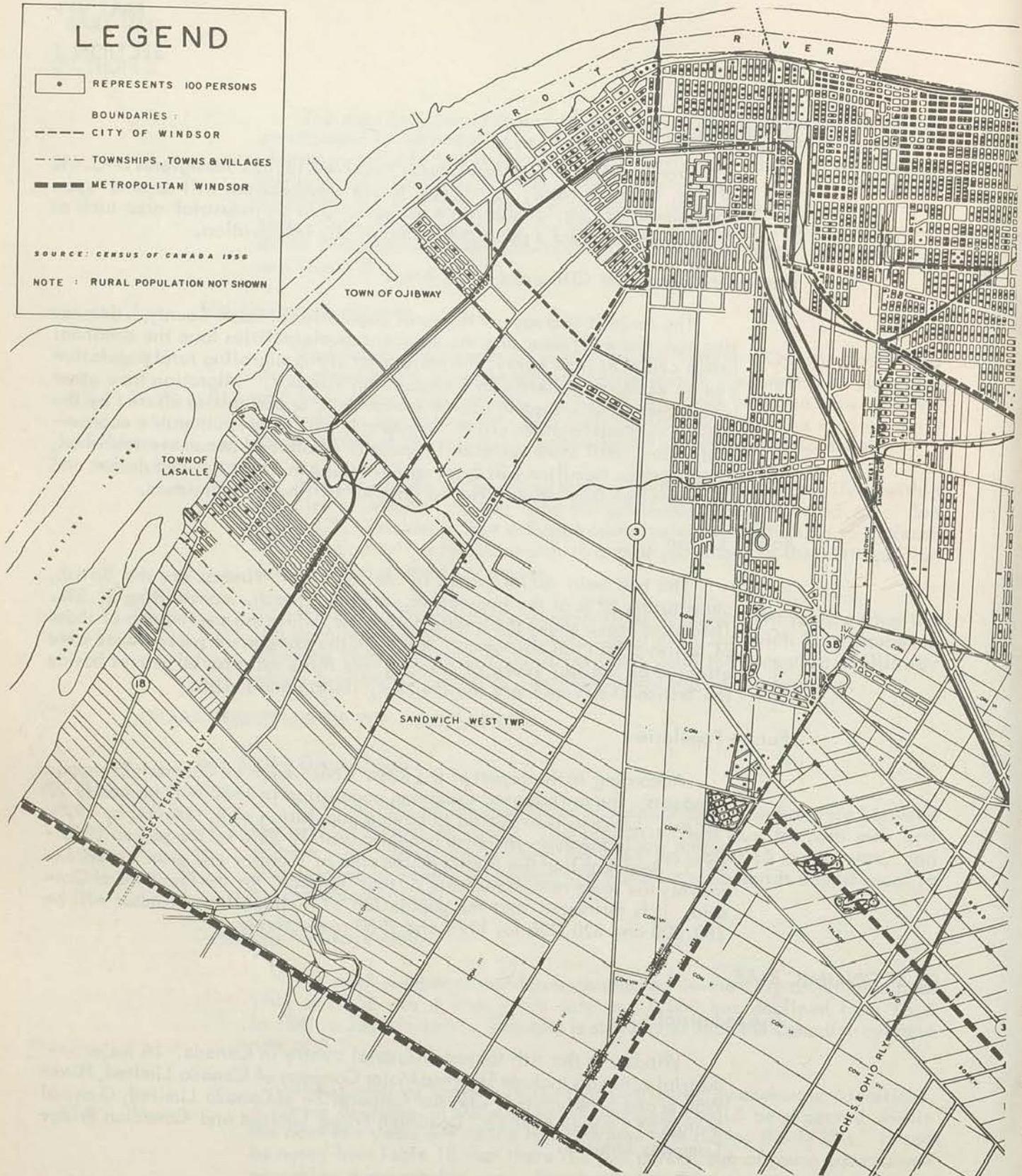
C. ECONOMIC BASE

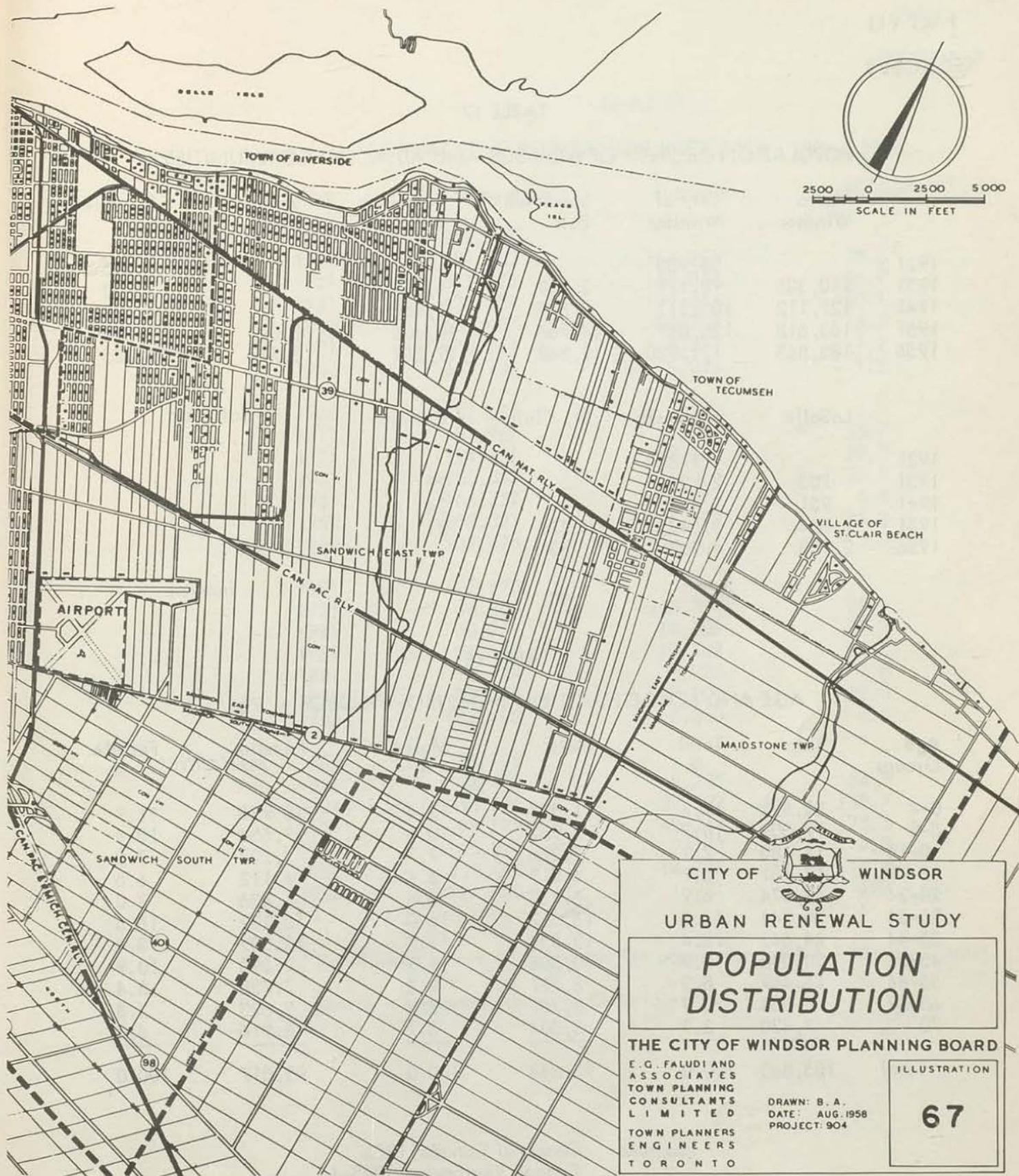
The Industrial City

Windsor is the fifth largest industrial centre in Canada. Its major industrial concerns include The Ford Motor Company of Canada Limited, Hiram Walker and Sons Limited, Chrysler Corporation of Canada Limited, General Motors of Canada Limited, Dominion Forge Limited and Canadian Bridge Company Limited.

LEGEND

- REPRESENTS 100 PERSONS
 - BOUNDARIES
 - - - CITY OF WINDSOR
 - - - TOWNSHIPS, TOWNS & VILLAGES
 - - - METROPOLITAN WINDSOR
- SOURCE: CENSUS OF CANADA 1956
NOTE : RURAL POPULATION NOT SHOWN





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SECTION 3

TABLE 17

POPULATION GROWTH OF WINDSOR AND ADJACENT COMMUNITIES

	Metro Windsor	City of Windsor	Sandwich East	Sandwich West	Sandwich South	Riverside
1921		55,935				
1931	110,385	98,179	3,349	1,514		1,555
1941	121,112	105,311	5,547	1,989		4,432
1951	163,618	120,049	14,966	10,406		4,878
1956	185,865	121,980	19,868	19,212	3,091 3,724	9,214 13,335
	LaSalle	Tecumseh	St. Clair	Ojibway		
1921		978				
1931	703	2,129		79		
1941	951	2,412		24		
1951	1,854	3,543	474	21		
1956	2,703	4,209	834			

TABLE 18

AGE AND SEX DISTRIBUTION IN METRO-WINDSOR - 1956

Age Groups	Total	Total %	Male	Male %	Female	Female %
0-4	22,522	12.2	11,524	12.4	10,998	11.9
5-9	19,509	10.7	9,953	10.6	9,556	10.4
10-14	14,483	7.9	7,276	7.7	7,207	7.8
15-19	12,131	6.7	6,019	6.4	6,112	6.6
20-24	12,674	6.9	6,238	6.6	6,436	7.0
25-34	30,244	16.3	15,012	16.0	15,232	16.5
35-44	24,643	13.4	12,334	13.2	12,309	13.4
45-54	20,396	10.9	10,506	11.2	9,890	10.9
55-64	16,459	8.2	8,721	9.3	7,738	8.4
65-69	5,384	2.9	2,761	2.9	2,623	2.8
70 +	<u>7,420</u>	<u>3.9</u>	<u>3,504</u>	<u>3.7</u>	<u>3,916</u>	<u>4.3</u>
Total	185,865	100.0	93,848	100.0	92,017	100.0

Source: Census of Canada 1956
Canada Yearbook - 1943-44

TABLE 19

COMPARATIVE POPULATION INCREASES - 1901 - 1956

	Year	Population	Increase	Percent
Toronto	1901	217,547		
	1911	381,833	164,286	75.5
	1921	521,893	140,060	36.7
	1931	631,207	109,314	20.1
	1941	667,457	36,250	5.7
	1951	675,754	8,297	1.2
	1956	667,706	8,048	1.2
Hamilton	1901	52,634		
	1911	81,969	29,335	55.7
	1921	114,151	32,182	39.3
	1931	155,547	41,396	36.5
	1941	166,337	10,790	6.9
	1951	208,321	41,984	25.2
	1956	239,625	31,304	15.0
London	1901	37,976		
	1911	46,300	8,324	21.9
	1921	60,959	14,659	31.7
	1931	71,148	10,189	16.7
	1941	78,134	6,986	9.8
	1951	95,343	17,209	22.0
	1956	101,693	6,350	6.7
* WINDSOR	1901	15,198		
	1911	23,433	8,235	54.2
	1921	55,935	32,502	138.7
	1931	98,179*	42,244	75.5
	1941	105,311	7,132	7.3
	1951	120,049	14,738	14.0
	1956	121,980	1,931	1.6

* Populations before 1935 include the populations of the 4 "Border Cities".

Source - Economic Survey of Ontario - 1956

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Some characteristics of the economy of the City are as follows:-

1. Windsor is a city of one principal industry, the automotive industry, and many predominantly small industries.
2. The characteristics of an economy based on the automotive industry prove to be high wage scales and active labour organizations. (64.35% of the Windsor people are in the middle income bracket, and this percentage is the highest in Canada).
3. The average weekly earning in Windsor have consistently been higher than the Ontario and National averages.

	Metro Windsor	Ontario	Canada
1947	43.49	38.57	36.19
1951	58.22	53.87	49.61
1954	67.82	61.15	58.88
1957	72.69	69.67	67.37

4. As a consumer market, Windsor is 35% higher than the national average.

Industrial Structure

Windsor's main industry is the transportation equipment industry. In 1954 this industry accounted for 81.6% of the total factory shipment values of the entire Metropolitan industry, while the next industry measured by this value accounted 4.2% of the total. (See Table 20).

It must be noted that non-automotive industry and employment is increasing. In 1957, thirteen plants of a non-transportation type of manufacturing located in Windsor. Non automotive employment has increased from 26% in 1942 to 42% in 1957.

Occupational Structure

As can be noted in Table 21 Metropolitan Windsor is predominantly engaged in manufacturing. The other occupation groups exhibit relatively small percentages.

At present there is a total working force of approximately 79,000 in the Windsor Area. Of this number approximately 28,000 or 35% are classified as skilled workers.

Future Industrial Development

The Windsor area has many economic assets, the most important being:-

- I. The existence of many potential industrial sites.

SECTION 3

2. An abundant supply of water for industrial purposes.
3. Good transportation facilities by road, rail, water and air.
4. An important position relative to the industrial belt of the United states.
5. A large labour force with mechanical skills.
6. The progressive attitude of the municipality with regard to the improvement of the community.

These assets are tempered strongly by the following liabilities:-

1. Windsor is several hundred miles from the bulk of the Canadian market area.
2. The local wage levels are markedly above the Canadian average.

Certain industry types may find Windsor a satisfactory location for their operations and these include:-

1. Specialized transportation equipment, earth moving machinery, industrial machinery and metal products.
2. Production of chemicals, paper, primary iron and steel, and rubber as well as petroleum refining.
3. Specialty food products.
4. Glass production.
5. Production of plastics and electronic parts.

The outlook for industrial development in Greater Windsor has been dealt with in some detail in the Report of Economic Development Opportunities for Greater Windsor prepared by the Battelle Memorial Institute, and is summarized in the following extract from the report:-

"Great Windsor, Canada's tenth largest population cluster and fifth largest industrial area, appears to be entering a critical stage in its development. Definite growth may be in store for the area, but it seems unlikely that dramatic development will occur almost automatically as it has in some Canadian cities in recent years, or, in fact, as it did in Windsor early in the century. Conscious efforts on the part of all segments of the Greater Windsor community will be necessary if optimum development is to occur. In all likelihood, most of these efforts should be confined to the area rather than be directed at factors outside the community about which little can be done".

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TABLE 20

THE CHIEF INDUSTRIES 1954-- CITY OF WINDSOR

	Plants No.	Employees No.	Factory Shipment Value \$000
Transportation Equipment	27	17,601	298,639
Medicinal, Pharmaceutical prep. - - - - -	10	906	15,536
Hardware, Tools and Cutlery	32	824	7,265
Textile mills	10	679	7,192
Machinery, Industrial	8	614	7,031
Printing, Publishing & allied ind. - - - - -	44	677	6,612
Butter & Cheese	4	408	5,688
Bread, other bakery prod.	22	479	3,790
Concrete Products	7	241	3,533
Paints, Varnishes &			
Lacquers - - - - -	4	157	2,369
Brass & Copper Products	5	162	1,688
Carbonated Beverages	6	104	1,467
Clothing	8	224	1,236
Electrical Apparatus & Supplies - - - - -	6	100	1,052
Total	193	23,176	363,098

THE CHIEF INDUSTRIES 1954 -- GREATER WINDSOR

	Plants No.	Employees No.	Factory Shipment Value \$000
Transportation Equipment	28	17,715	300,863
Medicinal Pharmaceutical prep. - - - - -	10	906	15,536
Misc. Iron & Steel Products	7	654	10,215
Machinery Industrial	9	651	7,429
Hardware, Tools & Cutlery	32	824	7,265
Textile Mills	10	679	7,192
Butter & Cheese	4	408	5,688
Bread, other products	22	479	3,790
Concrete Products	9	251	3,572
Printing & Bookbinding	30	260	1,940
Brass & Copper	5	162	1,688
Carbonated Beverages	6	104	1,467
Clothing	8	224	1,236
Furniture	24	115	1,229
Total	204	23,432	369,110

Source:- Greater Windsor's 1958 Directory of Industries.

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TABLE 21

DISTRIBUTION OF LABOUR FORCE BY OCCUPATION GROUP 1951

MALES

	City of Windsor	Metropolitan Area
Proprietary and Managerial	3,887	5,072
Professional	2,270	2,806
Clerical	3,784	4,846
Primary	163	358
Manufacturing & Mechanical	15,217	19,942
Construction	2,583	3,469
Transportation & Communication	3,248	4,255
Commercial & Financial	2,141	2,706
Service	2,575	3,028
Personal	1,686	1,959
Labourers	3,429	4,269
Total	40,983	52,710

FEMALES

Proprietary and Managerial	384	461
Professional	1,605	1,889
Clerical	4,081	4,849
Primary	7	19
Manufacturing & Mechanical	1,612	1,992
Construction	21	29
Transportation & Communication	311	373
Commercial & Financial	1,492	1,778
Service	2,189	2,643
Personal	2,170	2,622
Labourers	263	315
Total	14,135	16,970

Source:- Census of Canada - 1951

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TABLE 22

EMPLOYMENT

(1949 = 100)

	Greater Windsor	Ontario	Canada
1956	107.9	120.7	120.1
1955	101.1	113.0	112.5
1954	93.9	110.9	109.9
1953	111.1	114.7	113.4
1952	107.0	112.0	111.6
1951	107.7	110.4	108.8
1950	102.2	102.7	101.5
1949	100.0	100.0	100.0
1948	94.5	98.9	99.7
1947	92.2	94.7	95.7

Source:- Greater Windsor's 1958 Directory of Industries.

D. THE STRUCTURE OF THE CITY

The City of Windsor is located on a plain on the south side of the Detroit River, an important water route between Lake St. Clair and Lake Erie. The early settlements, which grew to form the present City, were originally sited on the waterfront on the inside curve of the river. This location meant that the future outward growth of the City could only take place to the south, east and west and that the original business centre remained on the northern edge of the urban area.

Important originally as a ferry crossing the business area developed along Riverside Drive and Ouellette Street. With the building of the railway station at the foot of Goyeau Street and later with the construction of the Windsor-Detroit tunnel, the framework of the main commercial concentration of the City was established.

Railways have played a major role in the structure of the city. In the east, one route originally serving the Walkerville area divides the city in a north-south direction. Marshalling yards in the western section of the City again divide the City in a similar direction. Further diagonal railway development occurred breaking the City into many segments, whilst the majority of the waterfront was used for railway purposes.

The basic street pattern of the City is gridiron across which the railway cut their path, producing many dead end streets, level crossings and a shortage of east-west arteries.

Ouellette Avenue, a wide tree-lined Avenue, terminating at Jackson Park, is the most important entrance to the City centre, and will become even more important with the completion of its proposed extension through Jackson Park to Highway No. 401.

Major shopping areas outside the central area are along Wyandotte Street, Tecumseh Road, Ottawa Street and Drouillard Road.

The plants of the Ford Motor Company and of the Chrysler Corporation occupy a large area to the east of the city adjacent to the large distilleries of Hiram Walker & Sons Ltd. To the west of the city the waterfront has been developed for many industrial uses.

The city contains many pleasant residential areas of which the area adjoining the Willistead Park is a fine example. It is a city of predominately single family homes, with many trees and boulevarded streets but overall a city of contrasts. There are decaying residential areas near the recently erected city hall. Communities have grown up sandwiched between railway tracks and industrial areas. The Assumption University Campus and park in the north west end of the city are particularly attractive. In the central area of waterfront park has been developed from which the impressive skyline of Detroit can be seen. Adjacent to the park a civic auditorium is under construction.



WINDSOR DETROIT



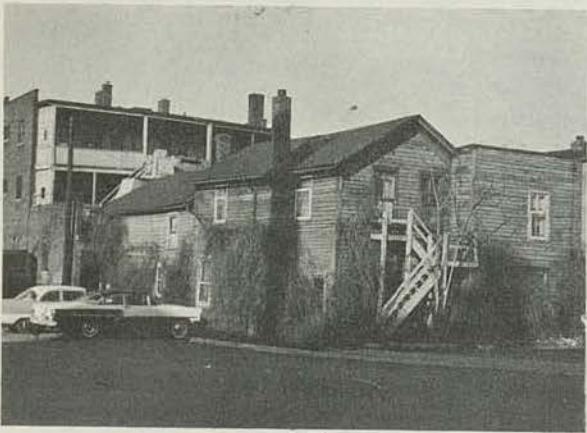
WATERFRONT PARK



OUELLETTE
Looking north from Park Street



BLIGHTED
AREAS



WATERFRONT AREA

The general land use of the City and the Metropolitan area is shown in Illustration No. 9.

E. HOUSING

Housing Types and Location

Metropolitan Windsor is an area composed primarily of single detached dwellings. The Canadian Housing Census of 1951 shows 89.6% of the total dwellings to be of this type. Within the City the assessment report for 1957 records the following percentages of housing types.

	%
Single Dwellings	58.2
Duplex, Double & Income	
Bungalows	18.5
Family Apartments	4.5
Apartments in Apt. Bldgs.	13.2
Apartments in & over Stores	5.0
Others	0.6

Within the City the major area of apartments and flats extends south of Riverside Drive to a boundary formed generally by Giles Street to the south, Campbell Avenue to the west and Drouillard Road to the east. This is the central and oldest section of the City and it is in this vicinity where most of the mixed commercial and residential dwellings can be found, along such streets as Wyandotte, Riverside Drive, Erie Street, and Ouellette Avenue.

Two areas in the older districts contain the greatest number of single attached dwellings. The first area is bounded by Ouellette Avenue to the west, Wyandotte Street to the north, Howard Avenue to the east and Giles Street to the south, while the second area is bounded by Riverside Drive to the north, Pierre Street to the west, Walker Road to the East and Richmond Street to the South.

One of the noticeable features of the housing in the City is the quantity of units constructed for munition workers and veterans during and after World War II. The Central Mortgage and Housing Corporation have owned some 3,800 units, the majority of which have been sold, except for some 800 units at present under rental.

Two Federal-Provincial rental housing projects of 325 and 96 units have been completed and a further 207 units are nearing completion. (4)

In the field of housing for senior citizens 144 units have been constructed for married and single persons.

The following table indicates the rate of housing starts in the Metropolitan areas of Windsor, Hamilton and London between 1953 and 1958.

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Metropolitan Area	Population	1953	1954	1955	1956	1957	January-April 1957	1958
Windsor	185863	1060	1677	1324	1397	1037	271	404
London	154453	1338	1386	1415	1370	1269	244	621
Hamilton	327831	2509	3082	3368	3401	3264	451	908

These figures illustrate the fact that, proportionate to their respective populations, Windsor is keeping well apace with other industrial cities such as London and Hamilton in the matter of housing development.

Of the new dwelling units constructed in the Metropolitan area in 1957, 56% were in the suburban municipalities, the areas of greatest construction being in the Town of Riverside and the Townships of Sandwich East and West. For the first five months of 1958, the number of dwelling units completed in the suburban areas, was 355 or 75.4% of the metropolitan total.

Trends

There is very little vacant zoned residential land available within the City for future building. Vacant areas are small and scattered, and there are few large tracts of land which can be developed for residential purposes.

The greatest future population growth may be expected to take place in the suburban areas rather than in the City of Windsor. Rapid growth of population and construction in these areas has been the trend in the past few years and this is certain to continue if economic stability will provide increased employment. There are many tracts of land available in the Metropolitan Area for future residential development, although at present, services and transportation limit the choice of areas. Of note, is a land assembly project which is under consideration for an area of some 230 acres in the Township of Sandwich East.

Metropolitan Windsor's Housing Needs

According to the population forecast for Metropolitan Windsor, the population between the years 1956 and 1975 should increase by some 94,000 persons. At present, the average number of persons per family in the Metropolitan area is 3.5. During the period to 1975 this average can be expected to fluctuate between approximately 3.5 and 4.0 persons per family. Therefore, the increase in the number of families in the Metropolitan areas should be somewhere between 23,500 to 26,500.

Accepting the principle of one family per dwelling unit, these figures define the number of dwelling units required throughout the period to 1975. This increase will mean a demand for 1,240 to 1,400 new units per year to house the population increase. Within the next twenty years, the homes placed within the fair, poor and very poor structural condition categories will have to be replaced and it is estimated that to 1975 it will be necessary to replace an average of 300 units per year. Thus the estimated housing need per year is in the region of 1,540 - 1,700 units.

F. SOCIAL PROBLEMS

Health and Welfare

The various organizations who are actively concerned with the health and welfare of the population of the City report that the greatest number of their cases are located in the central area, especially in the areas near the river.

The Salvation Army reports that 60% of their family welfare cases come from the downtown area and the locality with the greatest number of problems concerning single men is along Pitt and Chatham Streets in the central area.

According to the Medical Health Officer, the area containing the highest incidence of infectious diseases is bounded by Goyeau Street, Marentette Avenue, Wyandotte Street and Riverside Drive (See Illustration 68)

The cases of tuberculosis for the period of 1953-1957 for the municipalities of Windsor and Riverside are given below:-

	Cases	Deaths
1953	163	8
1954	109	14
1955	108	7
1956	89	8
1957	123	6

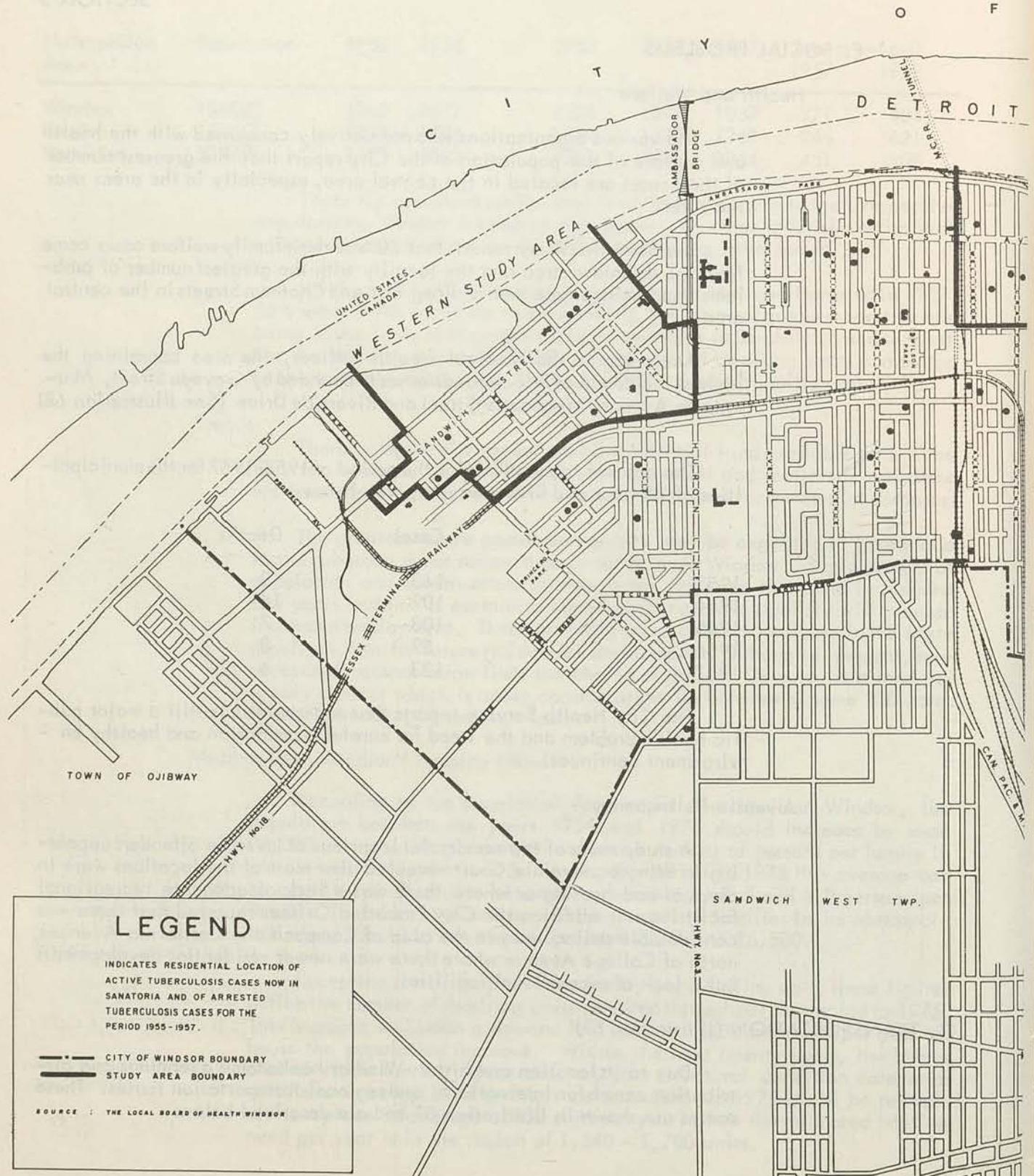
The City Health Service reports that tuberculosis is still a major public health problem and the need for careful examination and healthy environment continues.

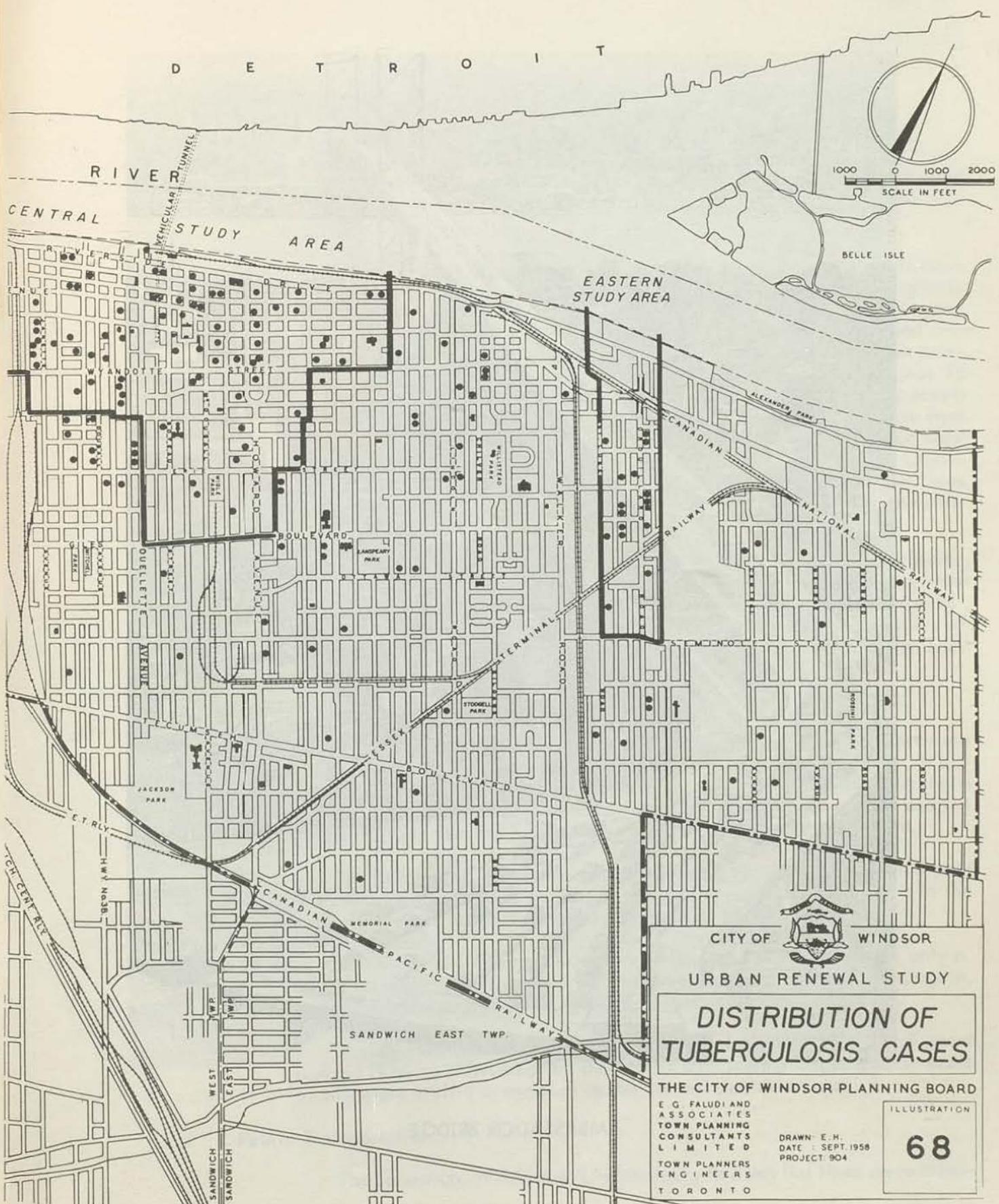
Juvenile Delinquency

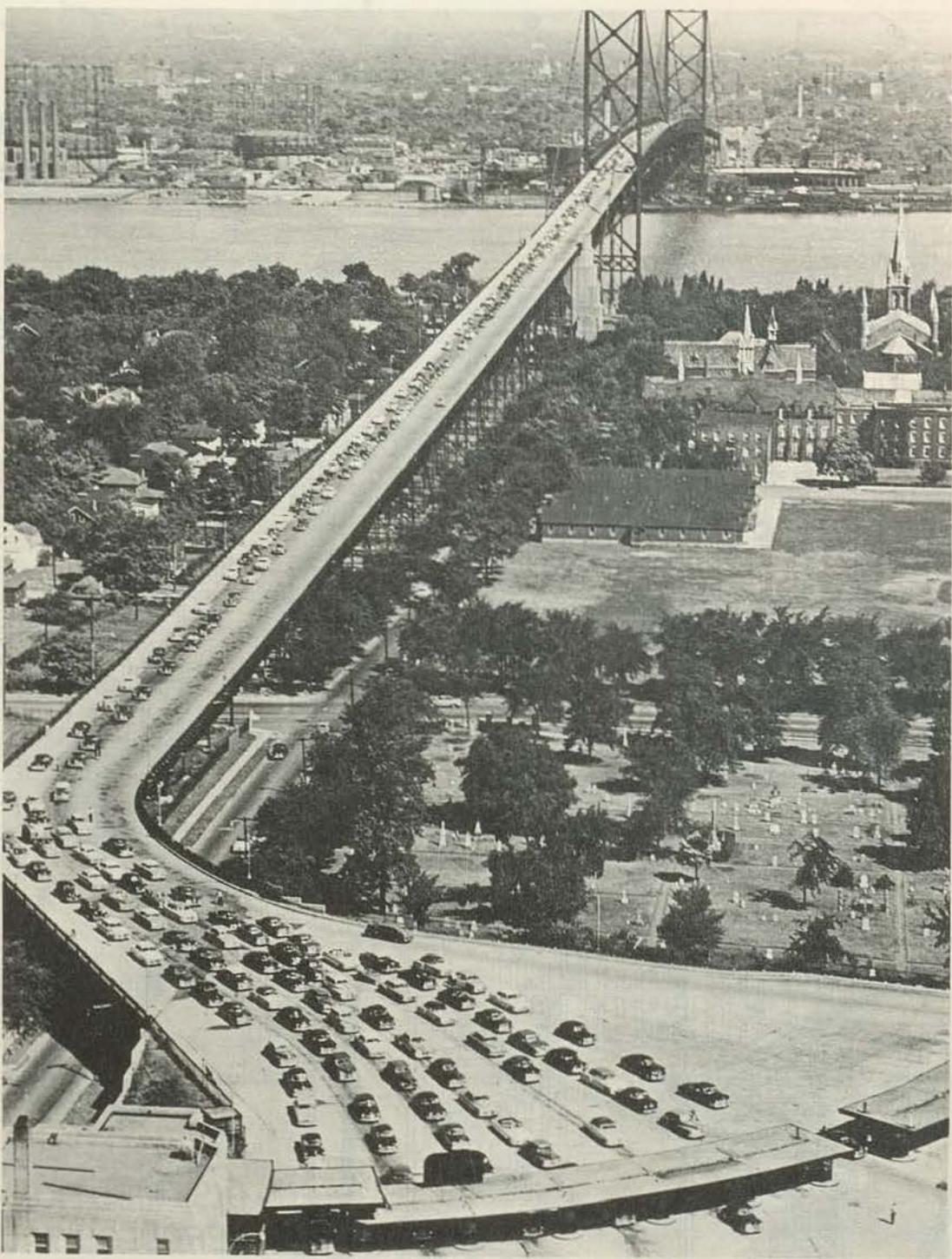
A study made of the residential locations of juvenile offenders appearing in Windsor Juvenile Court revealed that most of the locations were in areas of bad housing or where there was a lack of adequate recreational facilities. In addition the City Probation Officer reported that there was considerable delinquency in the area of Campbell and California Avenues, north of College Avenue where there were newer residential developments but a lack of recreational facilities.

G. TRANSPORTATION (Illustration 69)

Due to its location and history Windsor has become a terminus and distribution centre for international and regional transportation routes. These routes are shown in Illustration 69 and are described below:-







AMBASSADOR BRIDGE

ROADS

Regional

Six highways converge upon Greater Windsor, namely, Highway Number, 39, 2, 401, 98, 3 and 18. These highways collect Ontario traffic and distribute throughout Metropolitan Windsor or concentrate it at the two available border crossings.

The motor route of present significance is the partially completed Montreal to Windsor Highway No. 401. This divided, limited access highway will eliminate many driving hours between major Ontario centres. At present, Highway 401 enters Windsor via Highway 3 B (Dougall Rd.) and continues around Jackson Park before joining Ouellette Avenue. Another entrance to Windsor from Highway 401 begins at the Walker Road Highway 98 junction while another connection joins Highway 3 (Huron Line) for access to the Ambassador Bridge. Future proposals include a four lane route from Highway 401 along Highway 3 B and Ouellette Avenue in Sandwich West Township, and a straight cut through Jackson Park to connect with Ouellette Avenue in the City. A widening of Ouellette Avenue will allow three north bound traffic lanes into the City and provide direct access to the Detroit Windsor Tunnel.

Highway No. 2 still forms the principal southern route linking Windsor, Toronto, and points farther east. Highway Number 3 traverses the areas north of Lake Erie to join Windsor and Buffalo, New York, Highways 18, 39 and 98 are regional roads linking the communities in the Counties of Essex and Kent. There is a proposal to divert Highway 39 around the Town of Tecumseh.

Metropolitan

The street pattern in the City of Windsor is the legacy of the previous four separate municipalities, each of which laid out its streets in an expandable grid pattern. This pattern has been interrupted by industrial belts and railways lines which adhere to the original municipal areas, and cut across the City forming a barrier to convenient east-west movement.

The grid system of street pattern has some advantages, but such a pattern makes every street a potential traffic artery which often results in the extensive use of residential streets for through traffic.

The Metropolitan areas exhibit a similar type of pattern, with only a few developments utilizing an irregular street pattern. Railway lines, again, present barriers to the ease of east-west movements.

A progressive policy of traffic control and the provision of off street parking is being carried out by the Traffic Engineering Department in order to alleviate traffic congestion in the central downtown area.

Public Transportation

The Sandwich, Windsor and Amherstburg Railway bus lines serve Wind-

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SECTION 3

sor, Sandwich East, Riverside and part of La Salle. An additional route borders Sandwich West and Sandwich South.

Bus travel appears to be declining. In 1956 the company operated return bus routes using 91.8 miles. At present their bus routes cover 73.1 miles.

Passengers Carried

1957	14,393,255
1955	17,433,706
1953	23,141,998

Another bus line, the Sandwich West Bus Lines serves passengers to and from Windsor throughout Sandwich West. Its routes cover 45 miles and passengers total approximately 100,000 yearly.

The Windsor-Detroit Tunnel

The privately owned Windsor-Detroit Tunnel under Detroit River, built to handle a capacity of 1000 vehicles per hour, carries both commercial and private traffic. Over three million vehicles used the tunnel in 1957 with the peak loads being in July and August. The tunnel entrance is on Goyeau Street, just north of Wyandotte Street and the exit on Park Street East, just east of Ouellette Avenue.

Congestion that occurs in the streets leading to the tunnel at holiday times has caused much discussion and many proposals in the past. Some of the congestion may be caused by delays necessitated by Custom procedure at the tunnel. Apart from this seasonal congestion the tunnel normally operates without any strain on the surrounding street system.

Proposals to connect Ouellette Avenue directly to Highway 401 via Jackson Park will, when completed, provide direct access to the tunnel from outside the City and will take much tunnel traffic away from the other less attractive routes.

The Ambassador Bridge

The Ambassador Bridge, which connects Windsor with Detroit spans the narrowest part of the Detroit River and is approached by proceeding north on the Huron Line.

The traffic congestion problem is not serious because of adequate car marshalling facilities and the remoteness of the bridge from the downtown area.

The bridge is linked with Highway No 401 via Highway No. 3 (Huron Line).

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Railroads

The City of Windsor is a Canadian Terminal for the Canadian National Railway and the Canadian Pacific Railway. In addition the city is served by four other trunk line railways, namely:-

The New York Central System
The Essex Terminal Railway
The Chesapeake and Ohio Railway
The Wabash Railway

A railway tunnel and a car ferry service connect Windsor and Detroit.

Future plans of the Canadian National Railway provide for the erection of a new Express Building and passenger station at Walkerville. When this project is carried out, the old passenger station at the foot of Goyeau Street will be removed. In addition, on completion of the changeover to diesel engines the engine terminal, roundhouse and coal ramp on the water front will also be removed. However, the present freight sheds will remain as long as the car ferries to Detroit are operating. The railway company does not plan to erect any further structures on the waterfront.

Airport

Windsor's air service began in the mid twenties when 250 acres of pasture land was donated to start an airport. In 1939 this city owned airport was taken over by the Federal Department of Transport and it became a part of the Trans Canada Airlines System.

Today the airport comprises 1,500 acres and has runways from 4,550 to 6,200 feet. The location is in Sandwich East Township with boundaries formed by the Third Concession Road to the north, Pillette Street to the east, Highway No. 2 to the south and the Pere Marquette Railway lines to the west. The airport is equipped to handle modern types of aircraft, and is a terminal for Trans Canada Airlines; it is also a stopover for American Airlines, and serves commercial and private flying. A new terminal was opened on July 13th 1958. Future plans for the airport are:-

1. The construction of two new runways of 9,000 feet.
2. The extension of existing runways to 9,000 feet.
3. The extension of aircraft parking area to four times its present size.
4. Six airlines are expected to use the airport in the near future.

Harbour

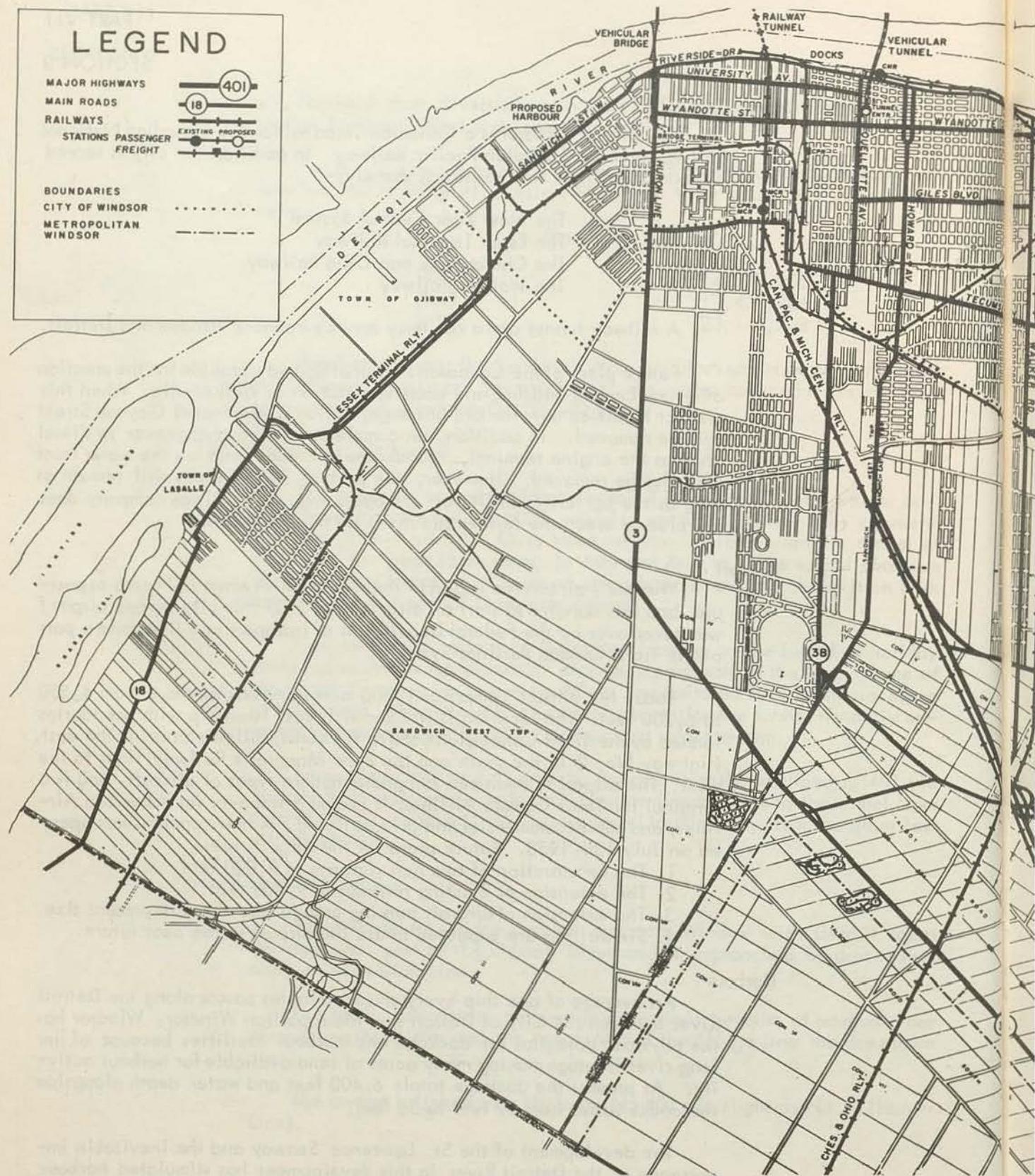
An average of one ship every sixteen minutes passes along the Detroit River between the City of Detroit and Metropolitan Windsor. Windsor has the physical potential for dockage and harbour facilities because of her long river frontage making many acres of land available for harbour activity. At present the dockage totals 6,400 feet and water depth alongside the docks varies from 19 feet to 56 feet.

The development of the St. Lawrence Seaway and the inevitable importance of the Detroit River in this development has stimulated harbour promotion in Windsor. In November of 1957 a Harbour Commission was set

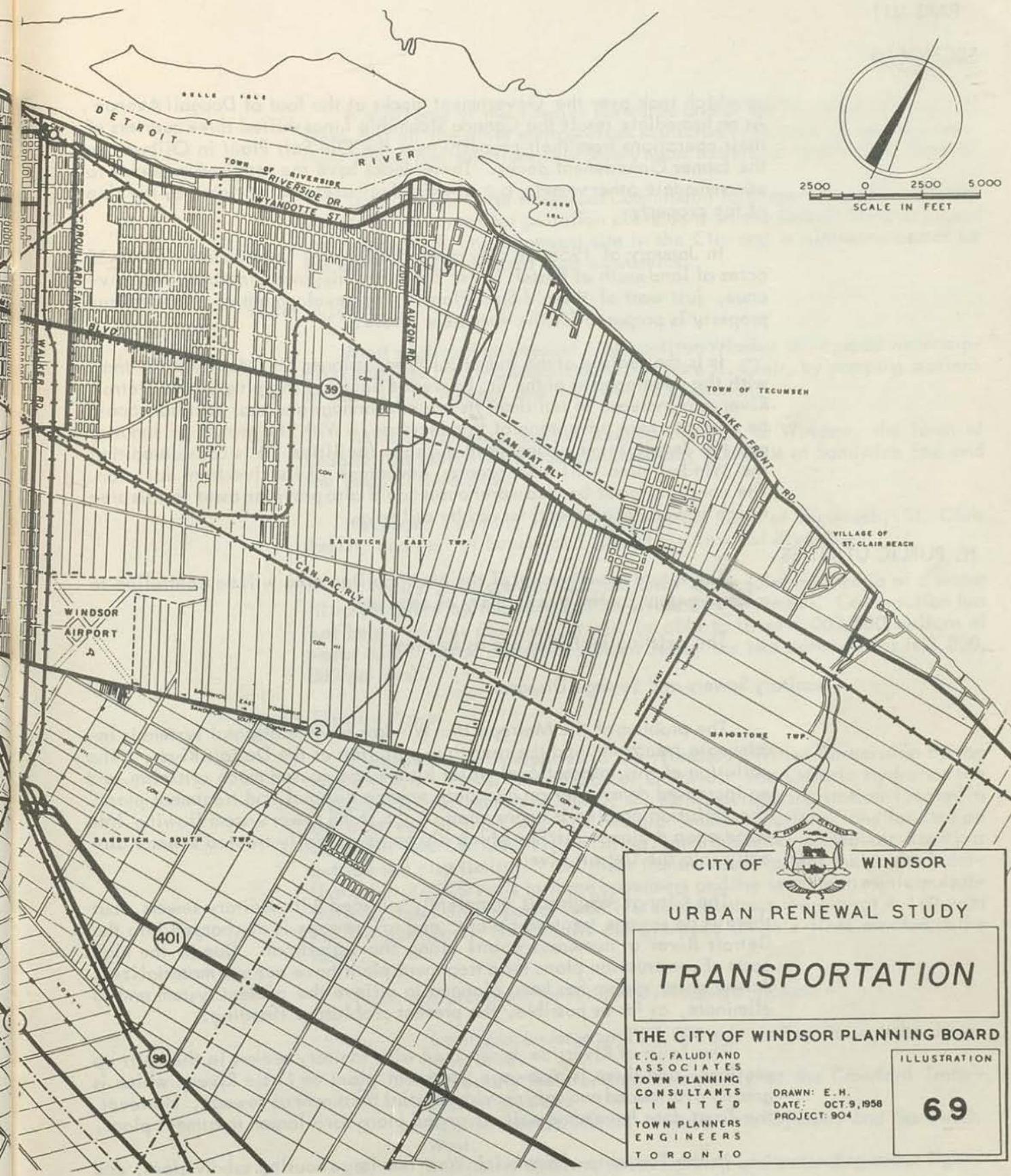
LEGEND

MAJOR HIGHWAYS 401
 MAIN ROADS 18
 RAILWAYS
 STATIONS PASSENGER EXISTING PROPOSED
 FREIGHT

BOUNDARIES
 CITY OF WINDSOR
 METROPOLITAN WINDSOR



The proposed bridge will be 2,000' long and 42' wide to accommodate both vehicles and transhipment of coal. It will be built in one continuous section of 675' to be suspended from two masts.



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up which took over the Government docks at the foot of Dougall Avenue. As an immediate result the Canada Steamship Lines shifted three quarters of their operations from their property near the Old Salt Plant in Ojibway to the former Government docks. These docks have the required capacity to accommodate other vessels, but trucking facilities are restricted by the size of the property.

In January of 1958 the city gave the Harbour Commission title to 35 acres of land south of Russell Street between Chippawa Street and Hall Avenue, just west of the old Salt Plant. The development of this west end property is proposed for the very near future.

It is the feeling of the Industrial Commissioner Mr. Murray Elder that, with the development of the St. Lawrence Seaway, shipping on the Detroit River may increase to ten times its present tonnage and that Windsor should be ready to take advantage of this increase. With the growth of industry and the development of adequate dockage facilities, it is considered that the Windsor area will take greater advantage of its riverfront location. The construction of bonded warehouses could also prove an asset to this area which is well located and served by railways.

H. PUBLIC UTILITIES

The future development of the Metropolitan area will be controlled to a large extent by the availability of services.

The existing facilities are as follows:-

Sanitary Sewers and Sewage Disposal

The problem of the Metropolitan Windsor sewage disposal system is inadequate treatment and the resulting pollution of the Detroit River. The pollution of this international water system had caused much criticism and an increased demand for an adequate sewage disposal and treatment plant. The pollution problem is aggravated by the storm sewer system flowing into large open drainage ditches which discharge partially treated sewage directly into the Detroit River.

The City of Windsor is completely serviced with sanitary sewers, but there is no sewage treatment plant, and raw sewage is discharged into the Detroit River at numerous points along the waterfront. Due to the high costs of construction plans for a treatment plant have not yet materialized. A new sewer system has been planned to relieve the present system and to eliminate, as far as possible, the present problem of flooding.

The Town of Riverside is serviced with sanitary sewers in the built up sections, and there is a sewage treatment plant on Little River, which is greatly overloaded and only provides partial treatment of sewage. However, the Town does have some well advanced plans for a larger treatment plant.

In the Township of Sandwich West two large housing subdivisions, and a large modern shopping centre have their own sewage treatment plants.

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A small part of the Town of Riverside and of the Township of Sandwich West, and all the other metropolitan municipalities have no system of sanitary sewers and therefore rely solely upon individual septic tank disposal.

The Ontario Water Resources Commission in a report on water pollution stated that the need for pollution abatement in the Detroit River is urgent and recommends one treatment site in the City and a minimum number for the entire area consistent with economics.

Water Supply

Most of the urban areas of Metropolitan Windsor have piped water supplies obtained from the Detroit River and Lake St. Clair, by pumping stations in the City of Windsor and the Town of Tecumseh.

Windsor Pumping Station supplies the City of Windsor, the Town of LaSalle, Sandwich West, Sandwich South, and most of Sandwich East and the Town of Riverside.

Tecumseh Pumping Station supplies the Town of Tecumseh, St. Clair Beach, and part of Sandwich East and the Town of Riverside.

A future development of importance is the joint ownership of a water filtration plant by the Towns of Riverside and Tecumseh. Construction has just begun on this plant which will be able to filter 4,000,000 gallons of water daily. (The present maximum use by the two communities is 3,000,000 gallons).

Hydro Electric Power

Electric power is supplied to the Windsor Utilities Commission by the Hydro Electric Power Commission of Ontario. The Ontario Hydro has the responsibility of operating the J. C. Keith generating station located in the west end of the City, and two transmission stations, one located on Crawford Avenue near Elliott Street, and the other on Walker Road just outside the city limits. From these transmission stations the power is delivered at 27,000 volts to large consumers and the seventeen municipal substations, from which power is delivered throughout the city at 4,160 volts. For the most part, the circuits are overhead on pole lines erected in the lanes.

Plans and proposals for future development include:-

1. Laying an underground 27,000 volt tie line through the downtown area.
2. Increasing the transformer capacity at the Crawford Transmission Station.
3. Adding four additional circuits into Ojibway and Sandwich West.
4. Replacing obsolete street lighting and extending street lighting into new areas.

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I. COMMUNITY FACILITIES (Illustration 70)

The quality of the residential environment often reflects the social and cultural facilities available to the community.

PUBLIC OPEN SPACE

The City

Jackson Park and Memorial Park, the largest parks in the City are both situated at the southern boundary. Twenty other smaller parks ranging in size from 0.75 acres to 22.0 acres, and several playgrounds are distributed throughout the city. The City proposes to develop a land fill area of some 180 acres in the west of the City for future recreation purposes. Bathing facilities are limited to a one acre site adjoining Riverside Drive.

The total area of public parks, either developed or to be developed is 322.17 acres, or 2.6 acres per 1,000 population, of which the developed parks equal 2.4 acres per 1,000 population.

Five neighbourhoods have no open space recreational facilities, whilst only four have more than 4 acres of public open space per 1,000 people.

An analysis of the population density and open space provisions for the city neighbourhoods is given in Appendix 8.

The Suburbs

Parks and playgrounds have not been extensively developed in the suburban municipalities. Jackson Park and Memorial Park, the City's two largest parks, by reason of their location serve the adjoining municipalities in addition to the City. Riverside has 11 parks, totalling 30 acres, Sandwich West has 4 parks, total area 28 acres, whilst LaSalle has only 1 park. Sandwich East and Sandwich South have no developed park areas, although the latter Township has set aside four acres for future development. In Ojibway the City is developing 100 acres of Woodland area for picnic purposes.

There are five golf courses in the suburban area.

EDUCATION

Public and Separate Schools

Educational facilities are reported to be adequate, except for the lack of High School facilities in the suburban municipalities and the overtaxing of the capacity of the separate schools within the City. This latter condition is expected to remain the same despite the addition of 30 classrooms which are, or shortly will be, under construction.

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University

Assumption University is located in the west of the City and one hundred years after its formation as a mens' college in 1857, became Assumption University of Windsor. This co-educational University now has five affiliated colleges and serves primarily the students from south western Ontario.

Cultural

The Baby House Museum and the proposed Cleary Civic Auditorium and Memorial Convention Hall on Riverside Drive form the nucleus of a Windsor Cultural Centre, which will in time, reduce the overshadowing influence of Detroit's convenient cultural facilities.

Library facilities will be extended by the proposed provision of a downtown main library and two branch libraries.

Community Shopping

Local shopping areas are scattered throughout the Metropolitan Area, the most important areas in the City being along Wyandotte Street, East and West, Tecumseh Road in the vicinity of Marentette Avenue, and at Ottawa Street. Smaller centres exist on Drouillard Road, and Sandwich Street at Mill Street.

Outside the City important centres are on Howard Avenue (Highway No. 2) and on Dougall Avenue (Highway No. 39) where there is the modern Dorwin Shopping Centre. There are other centres on the Grand Marais Road, and in the Towns of Tecumseh, Riverside and LaSalle.

Hospital and Medical Services

Seven hospitals serve Metropolitan Windsor and the greater part of Essex County. These hospitals together with four nurses' residences and two homes for the aged are all located within the limits of the City of Windsor.

J. LEGISLATION

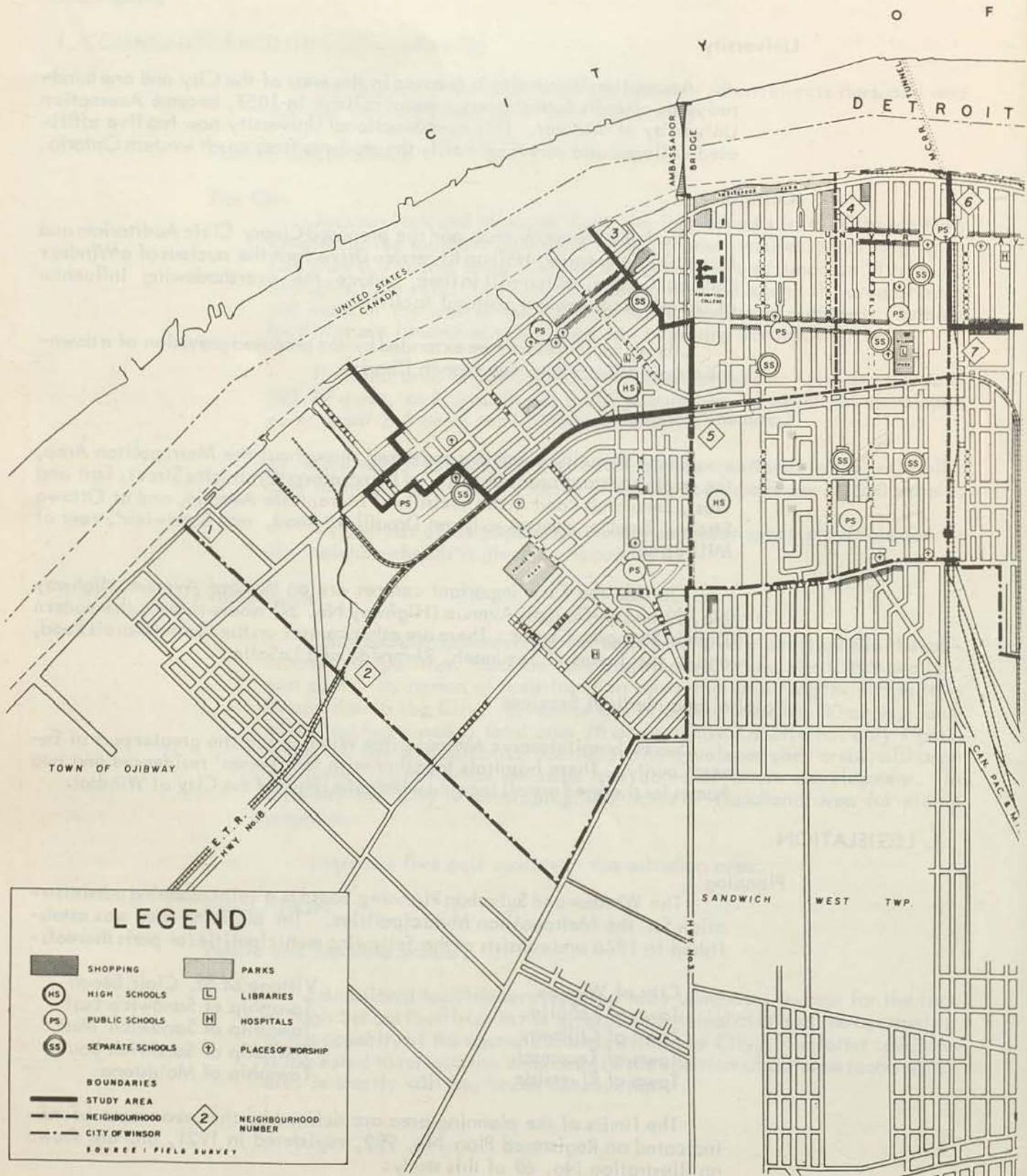
Planning

The Windsor and Suburban Planning Board is a joint planning administration for the Metropolitan Municipalities. The planning area was established in 1946 and consists of the following municipalities or parts thereof:-

City of Windsor
Town of LaSalle
Town of Ojibway
Town of Tecumseh
Town of Riverside

Village of St. Clair Beach
Township of Sandwich East
Township of Sandwich West
Township of Sandwich South
Township of Maidstone

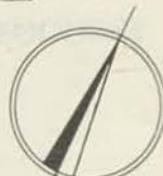
The limits of the planning area are defined by the urban zone boundary indicated on Registered Plan No. 992, registered in 1921, and are shown on Illustration No. 69 of this study.



D E T R O I T

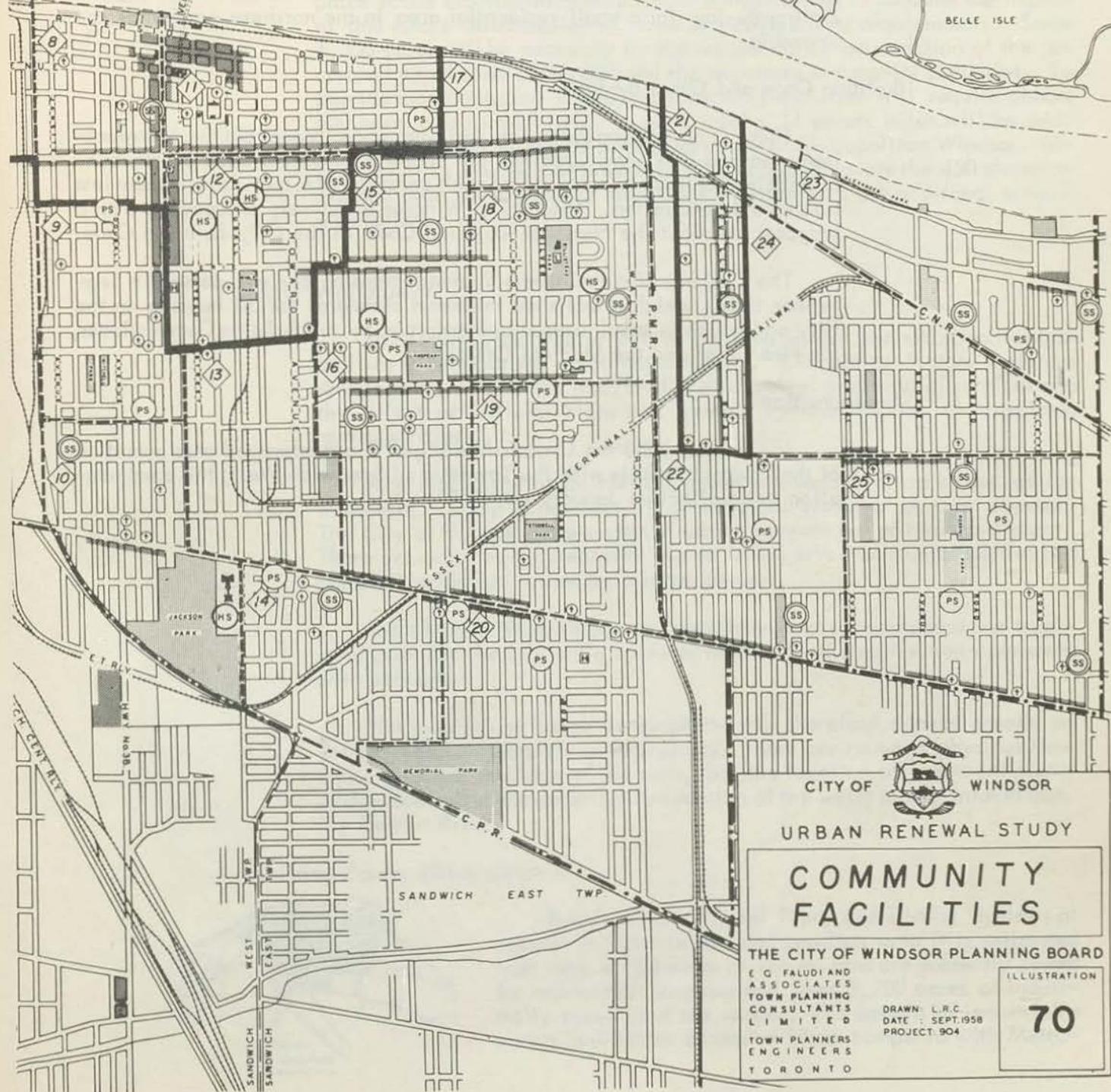
RIVE

VHICULAR TUNNEL



1000 0 1000 2
SCALE IN FEET

BELLE ISLE



COMMUNITY FACILITIES

The illustration shows a rectangular document cover. At the top, it reads "THE CITY OF WINDSOR PLANNING BOARD". Below that, on the left, is the address "E. G. FALUDI AND ASSOCIATES TOWN PLANNING CONSULTANTS LIMITED". In the center, it says "DRAWN: L.R.C.", "DATE: SEPT. 1958", and "PROJECT: 904". On the right, it says "ILLUSTRATION" and has the number "70" in large letters.

DRAWN: L.R.C.
DATE: SEPT. 1958
PROJECT: 904

ILLUSTRATION

70

PART V11

SECTION 3

Of these municipalities, only the City of Windsor, the Township of Sandwich West and the Town of Riverside have approved Official Plans and Zoning By-laws. The Township of Sandwich East has a Zoning By-law and an Official Plan is being prepared. The Township of Sandwich South has a Zoning By-law for a small residential area in the northern portion of the Township.

Building Code and Other By-laws

There is no uniform up to date building code throughout the Metropolitan area and it is considered that the adoption of such a code by all municipalities would do much to ensure well constructed future development less liable to deterioration. The city of Windsor is actively proceeding with a proposal to adopt the National Building Code as the City Building Code.

The City has also a minimum Standard Housing By-law, passed in September 1957, which established minimum standards for all housing in the City and which is administered and enforced by the Building Commissioner, the Fire Chief and the Medical Officer.

Amalgamation

In October 1958 the Ontario Municipal Board approved amalgamation of the Town of LaSalle with the Township of Sandwich West, the amalgamation to be effective January 1st, 1959.

THE FUTURE METROPOLITAN AREA

The Size of the Area

By 1975 it is anticipated that the population of the Metropolitan area will reach a total of 280,000. Due to the lack of land for residential development within the City, the majority of this anticipated growth will take place in the suburban municipalities. It may be well to consider the impact of this future urbanization in terms of possible land requirements. Some 6,300 acres will be necessary for the residential accommodation of the increased population of 94,000 and the necessary community facilities. To provide manufacturing employment for the population will require almost 800 acres of industrial land. In all a total of 11 square miles will be added to the present 21 square mile urban area of Metropolitan Windsor. Included in this area will be the school sites to accommodate the 450 elementary and over 100 secondary classrooms necessary for the additional school population.

Land Availability

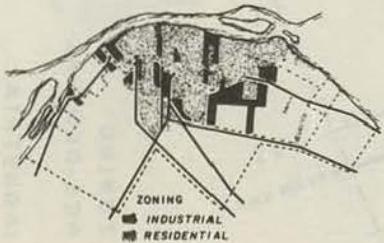
Physically, the greater part of the land within the suburban municipalities is suitable for urban development. Restraining factors in future development will be the need for the economical provision of services and the effect of Official Plans and Zoning By-laws for the Metropolitan municipalities.

Ample supply of hydro electric power and water seem to be assured for the future. Lacking however, is an efficient system of sewage disposal. The City of Windsor has a system of sanitary sewers but no treatment plant. There are a few minor treatment plants in the suburban municipalities but none are sufficient to handle a large demand.

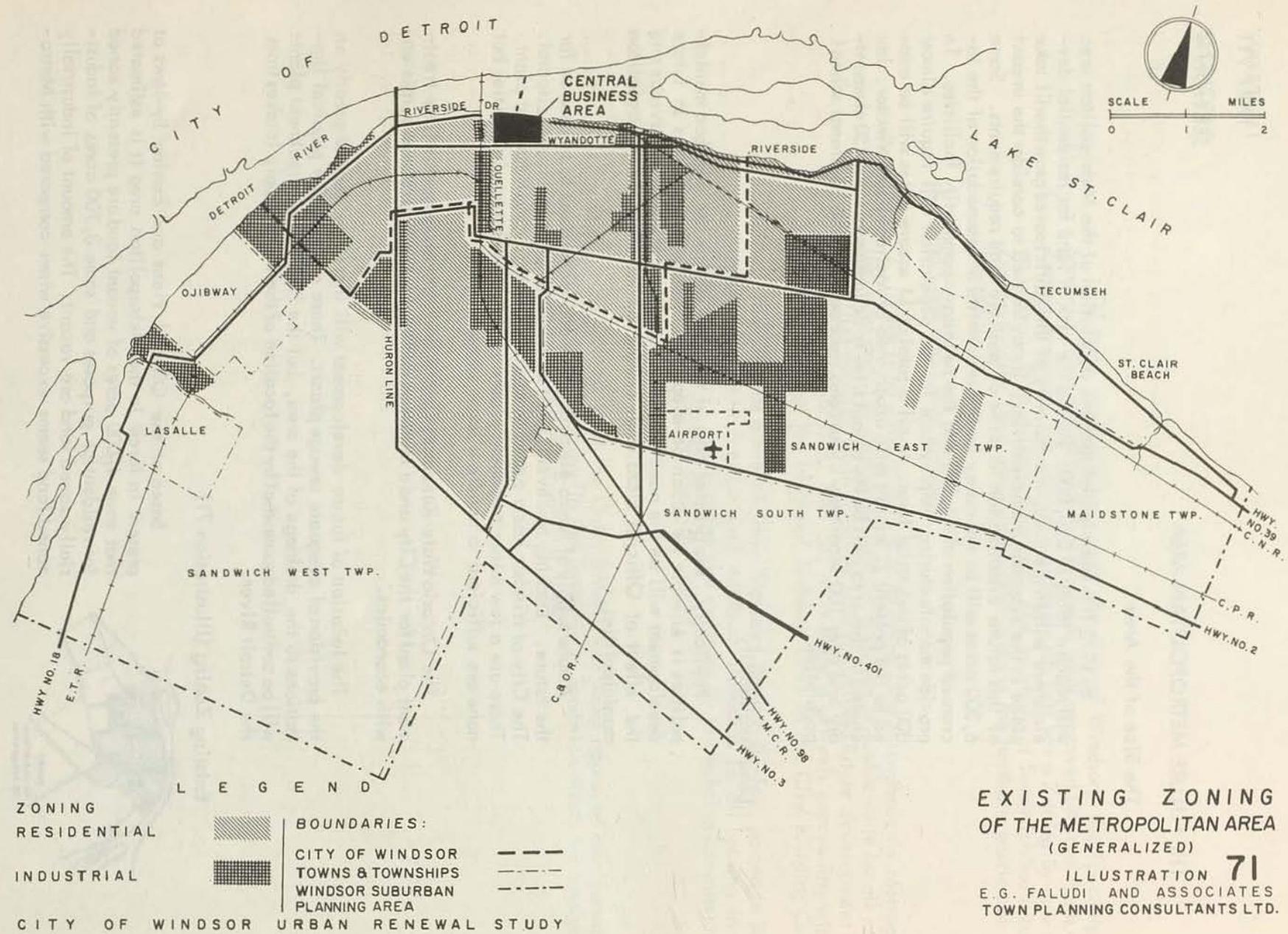
The Ontario Water Resources Commission have recommended one treatment plant for the City and a minimum number for the entire area consistent with economics.

The location of future development will therefore depend greatly on the provision of adequate sewage plants. There are no major physical limitations to the drainage of the area, but the location of treatment plants will be controlled somewhat by the location of the water supply intakes from the Detroit River.

Existing Zoning (Illustration 71)



Based on the Official Plans and Zoning By-laws at present in force in the Metropolitan area it is estimated that some 4,000 acres of vacant land are presently zoned for residential purposes and some 3,700 acres of industrially zoned land are vacant. The amount of industrially zoned land seems excessive when compared with Metro-

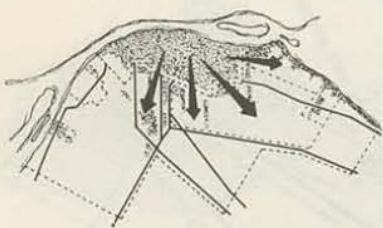


SECTION 4

opolitan Toronto, which has a population ten times that of Metropolitan Windsor and has had an average annual increase in industrially developed land of 640 acres over the past few years.

It should be noted that only three of the nine suburban municipalities have either Official Plans or Zoning By-laws or both.

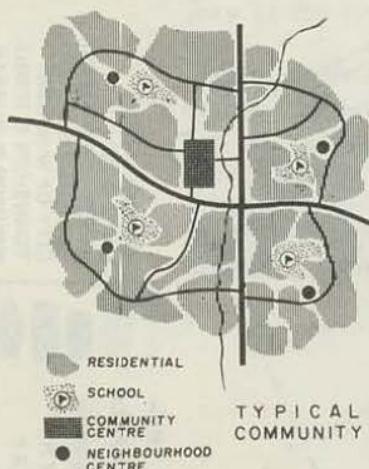
Basic Concepts for a New Metropolitan Area



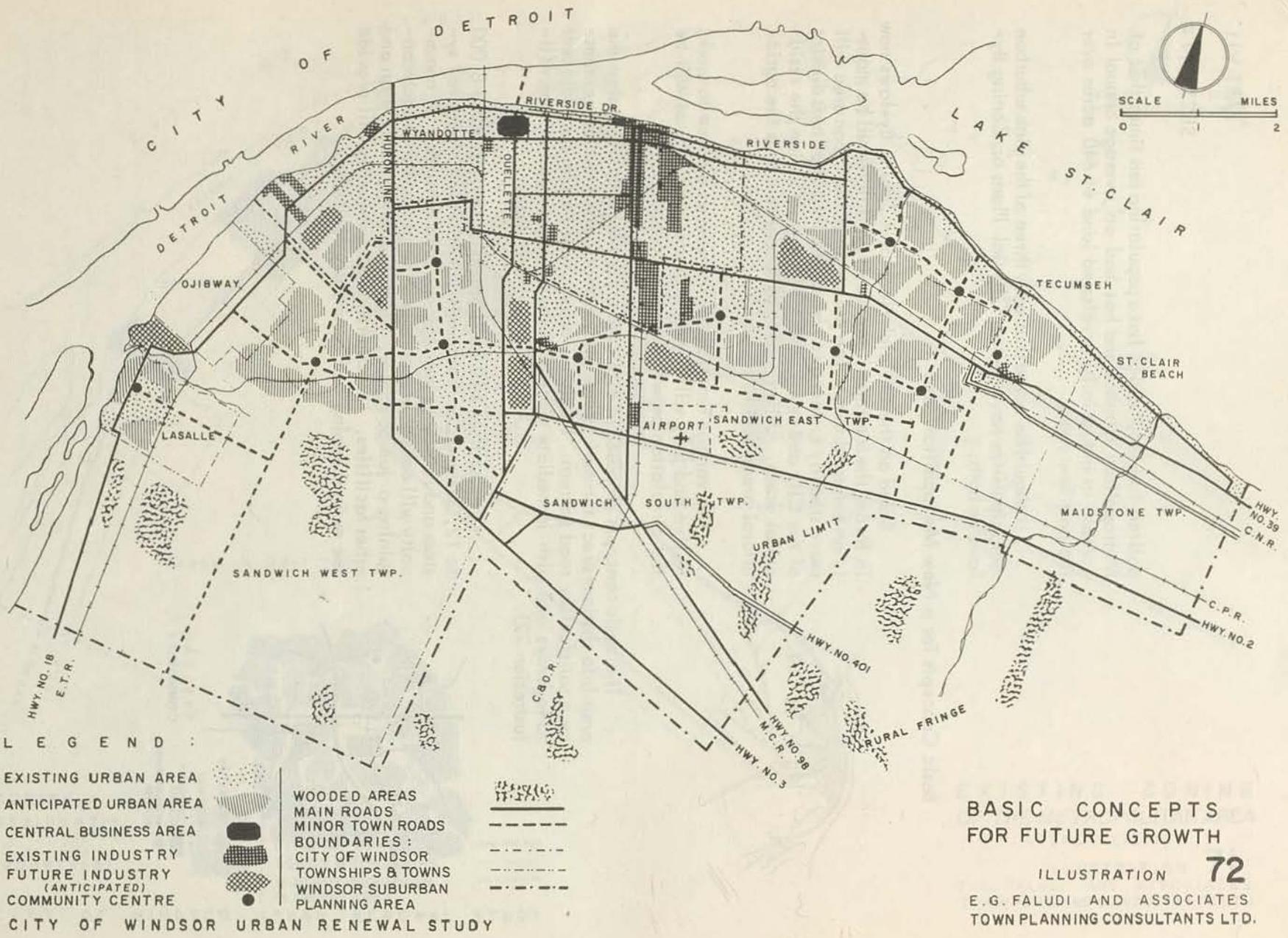
Based on the Official Plans and Zoning By-laws now in force, the Metropolitan area of the future will be mainly an enlarged City. The perimeter of the urban area will move steadily further away from the central business district of the City and new industrial belts will divide the residential areas. Urban sprawl will continue into the agricultural areas of the Townships.

The various functions of the area as a place to work, to live and play will continue to be confused, as will be the circulation between various points.

The basic concepts proposed to alleviate these problems are to plan the area into distinct areas for work, home and recreation and to connect these by a satisfactory road pattern. Industrial estates will be planned adjacent to railways and with immediate access to the regional road system. (Illustration 72).



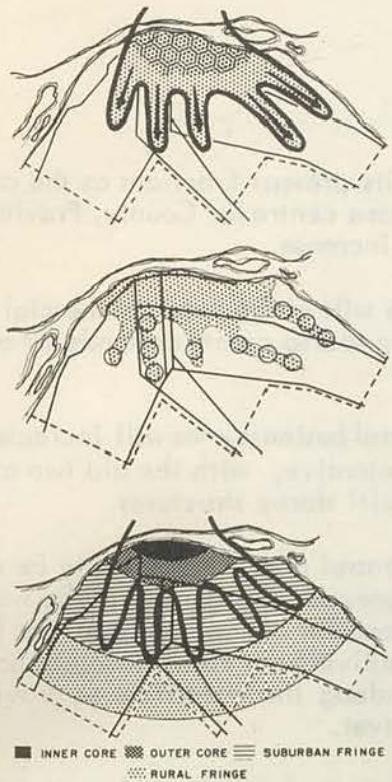
Communities will be in compact units of some 8,000 to 12,000 people, each unit separated by a parkway system and linked to the regional road network. A community will consist of a number of neighbourhoods each containing a junior school, local shopping, recreation and other facilities. The centre of the community will provide the main shopping and community facilities.



BASIC CONCEPTS FOR FUTURE GROWTH

ILLUSTRATION 72
E.G. FALUDI AND ASSOCIATES
TOWN PLANNING CONSULTANTS LTD.

SECTION 4



Because of the barriers created by major highways and railways future growth is expected to take place in the form of a number of fingers extending out from the Central City, and located between the above barriers. Each finger will contain a number of communities separated by parks, wooded areas and natural features, and will reach out in all directions from the City in order to form a compact area.

Essentially the Metropolitan area will consist of the segments of four concentric rings:-

1. the inner core containing the Central Business area and the oldest parts of the City.
2. The outer core consisting of the middle aged City neighbourhoods.
3. the suburban fringe of new or recent development, which will form the urban limits, or the limits for provision of economical services, and
4. the rural fringe of rural or semi rural development, which will denote the boundary of the Planning Area.

Municipal Boundaries

The political boundaries of the Metropolitan area bear little relation to the physical factors which will control and shape the future Metropolis. Neither is the boundary of the Windsor Suburban Planning Area related realistically to the shape and size of the desirable area of planning control. (Urban development has already practically reached the planning area boundary at the junction of the Townships of Sandwich West and South).

In order to properly control the development of the Metropolitan area and to safeguard the fringe areas from premature development, revision of the above boundaries would appear to be necessary. Amalgamation or annexation may be possible solutions for the revision of the municipal boundaries. Whatever methods are adopted it is felt that the need for co-ordinated planning control under a single Planning Board and a single municipal authority is urgent and should receive early study.

PART V11

SECTION 5

FUTURE FUNCTION OF THE CITY

The City will continue to fulfil its present functions as the centre for City government, and its importance as a centre for County, Provincial and Dominion Government will probably increase.

The increasing Metropolitan area will create new commercial and administrative business for the central area and also create demands for additional social and recreational facilities.

It is not anticipated that the central business area will increase in size, but that the use will become more intensive, with the old two and three storey buildings being replaced by multi storey structures.

The open car parks within the central area will probably be replaced by underground parking or by multi-storey parking garages. The waterfront area could be improved by the development of landing facilities for small craft - probably in the vicinity of the Riverfront Park. Another possibility is the roofing over of the rail tracks along the waterfront to provide more promenade space along the Detroit River.

The City will gain importance by the development of the improved harbour facilities at present being planned.

As a source of employment it is expected that, by the attraction of further industries, it will continue to play an important part in the employment of the Metropolitan population.

In the City a trend will develop toward more multiple type dwellings as the family composition of the City changes. Families will move to the suburbs. A demand for apartments in the City will be created by single persons, young married couples, retired families and by the employees of large organizations who desire temporary residence in the City.

APPENDICES

APPENDIX 1

SOURCES OF INFORMATION

PART V11 - THE PRESENT AND THE FUTURE OF THE CITY AND THE METROPOLITAN AREA

Section 1 - The Essex Region

1. Gateway to Canada - N. F. Morrison
2. Economic Survey of Ontario.

Section 2 - The Metropolitan Area

1. The Census of Canada, 1951 and 1956

Section 3A - The Past

1. Gateway to Canada - N. F. Morrison

Section 3B - Population

1. Census Tracts 1921 - 1956 Windsor
2. Municipal Directory - 1958
3. 1956 Economic Survey of Ontario
4. 1954 Economic Survey of Ontario
5. Census Tracts 1931 for Walkerville, Sandwich and East Windsor
6. Canada Yearbooks - 1943-44, 1957
7. Preliminary Report of the Royal Commission on Canada's Economic Prospects 1956
8. The Clerk, City of Windsor
9. Assessment Statistics 1920 - 43 Windsor
10. Second Annual Report of the City Planning Board Toronto - 1943
11. The Battelle Memorial Institute Report of Economic Development Opportunities For Greater Windsor 1958
12. Greater Windsor's 1958 Directory of Industries

Section 3C - Economic Base

1. Greater Windsor's 1958 Directory of Industries
2. The Battelle Memorial Institute Report on Economics Development Opportunities for Greater Windsor
3. National Employment Service - Windsor
4. Dominion Bureau of Statistics - 1955

Section 3D - The Structure of the City

1. Field Survey
2. The Greater Windsor Industrial Commission
3. Zoning By-law 728 City of Windsor
4. The Official Plans of the Town of Riverside and the Township of Sandwich West.
5. Zoning Map: Township of Sandwich East.

Section 3E - Housing

1. Census of Canada, 1951 and 1956
2. Annual Report of the Assessment Commission
City of Windsor 1957
3. Dominion Bureau of Statistics
4. Central Mortgage and Housing Corporation

Section 3F - Social Problems

1. Victorian Order of Nurses (Miss Saunders)
2. Director, Family Service Bureau (Mr. Fred Permoli)
3. Probation Officer (Mr. J. L. Burt)
4. Salvation Army (Major Cecil N. Stickland)
5. Medical Health Officer (Dr. J. Howie)
6. Director, Catholic Family Service
(Mr. A. R. Drummond)
7. Chief Constable, City of Windsor (Mr. C.W.Farrow)
8. Annual Report, 1957, of the Local Board of Health
for the City of Windsor and the Town of Riverside.

Section 3G - Transportation

1. Detroit Windsor Tunnel - Mr. W. S. Burton
2. Harbour Commission - Mr. A. R. Davidson
3. Department of Customs & Excise - Mr. H. Beardmore
4. Chesapeake & Ohio Railway - Mr. J. Nichol
5. Canadian National Railways - Mr. L. E. Mitchel
6. Regional Air Services - Mr. Armstrong
7. Sandwich & Windsor & Amherstburg Railway Co.
Mr. Ray
8. Wabash Railway Company - Mr. R. Edson
9. Canadian Pacific Railway Company - Mr. W. Nichol
10. New York Central Railway - Mr. D. G. Boomer
11. Department of Citizenship and Immigration -
Mr. G. McGinty
12. Detroit International Bridge Co. - Mr. A.F. Shewman
13. City of Windsor - Traffic Engineering Dept. Mr. E.S. Wiley

Section H - Public Utilities

1. Windsor Utilities Commission
2. Hydro Electric Power Commission of Ontario
3. Commissioner of Works - City of Windsor
4. Central Mortgage & Housing Corporation

Section I - Neighbourhood Facilities

1. City Parks Commissioner of Windsor
2. Central Mortgage & Housing Corporation
3. Windsor School Board
4. Windsor Separate School Board
5. Windsor Public Libraries

APPENDIX 1

Section J - Legislation

1. Department of Planning and Development
2. Building Commissioner, City of Windsor

GENERAL

Windsor's Master Plan 1945 - 1975

Photographs: - The Windsor Daily Star

APPENDIX 2

CITY OF WINDSOR

NATURAL POPULATION INCREASE 1921-1956

	POPULATION	BIRTH		DEATHS		NATURAL INCREASE	
		Total	Per 1,000	Total	Per 1,000	Total	Per 1,000
1921	55935	1932	34.5	698	12.4	1234	2.0
1931	98179	2449	24.8	941	9.5	1508	15.3
1941	105311	2852	27.1	1181	11.2	1671	15.8
1951	120049	3158	26.3	1093	9.1	2065	19.6
1956	121980	3027	24.8	1089	8.9	1939	16.1

SOURCE: The Clerk of the City of Windsor.

MAJOR PROJECTS 1945 - 1959 -- CITY OF WINDSOR

A. PUBLIC PROJECTS

	Area (Acres)	Date of Completion	Cost
Waterfront Park			
(a) Acquisition & Clearance of Site	6.859	1955	942,128
(b) Landscaping		1958	52,515
(c) Rest House		1958	<u>43,528</u>
			1,037,171
Cleary Civic Auditorium & Memorial Convention Hall			
(a) Acquisition & Clearance of Site	1.431	1955	330,021
(b) Estimated Cost of Building		1960	<u>2,162,300</u>
			2,492,321
City Hall Area			
(a) Acquisition & Clearance of Site	3.897	1957	231,918
(b) Street Layout & Landscaping		1957	110,883
(c) Construction of City Hall		1958	1,890,844
(d) Construction of Police Court		1956	678,692
(e) Construction of Police Traffic Building & Garage		1956	179,842
(f) Construction of Main Police Bldg.		1956	<u>260,734</u>
			3,352,913
Downtown Parking			
(a) Acquisition & Clearance of Sites (4 Locations)		1957	475,287
(b) Construction of Parking Stations		1957	<u>81,475</u>
			556,762
Ottawa Street District-Off Street Parking			
(a) Acquisition & Clearance of Sites (3 Locations)		1957	209,625
(b) Construction of Parking Stations		1957	<u>44,106</u>
			253,731
Wyandotte Street District, Off-Street Parking			
Acquisition of land only	(1 Location)	1958	29,710

APPENDIX 3

PUBLIC PROJECTS (Continued)

Various Downtown Area Parking Lots Acquired Since 1953 in Addition to Above

Acquisition of site & construction of lot (Cost of acquisition of two lots not included as property was previously owned by City)	(4 Locations)	1953	194,415
		1959	- - - - -

	Date of Completion	Cost \$
Addition to Windsor Public Library	1958	50,000
Addition to Bridgeview Public School	1958	72,373
Addition to David Maxwell Public School	1956	61,664
Erected Herman Collegiate	1958	1,081,718
Addition to Forester Collegiate	1958	211,000
Addition to Herman Collegiate	1958	220,000
Addition to Percy McCallum Public School	1958	44,000
Addition to Marborough High School	1957	75,000
 Total Cost of Public Projects		\$9,732,778

B. SEMI PUBLIC PROJECTS

Assumption Library	1958	1,013,000
Addition to Assumption High School	1956	240,000
Addition to Assumption High School	1958	304,000
Addition to Glengarda Convent	1958	39,400
Holy Names College Dormitory	1958	615,000
Boarders Residence Assumption High School	1958	400,000
Addition to Corpus Christi High School	1958	208,000
Addition to Grace Hospital	1955	525,000
Addition to Grace Hospital	1955	22,000
Operating Room Grace Hospital	1949	50,000
Boiler House Grace Hospital	1953	35,000
Addition to Metropolitan Hospital	1956	298,000
Addition to Metropolitan Hospital	1956	125,000
Addition to Metropolitan Hospital	1959	104,000
Addition to Riverview Hospital	1952	200,000
Villa Maria Old Peoples Home	1957	825,000
Canadian National Institute for the Blind	1951	147,000
Homes for the Aged	1954 & 57	866,879
Service Garage, Windsor Utilities	1958	550,000
Addition to Assumption High School	1957	400,000
 Total Cost of Semi Public Projects		\$6,967,279

C. FEDERAL-PROVINCIAL PROJECTS

	Area Acres	Date of Completion	Cost \$
(a) Bridgeview	76.78	1957	3,986,027
(b) Essex Court		1959	<u>1,693,077</u>
			5,679,104

D. FEDERAL PROJECTS

Addition to Post Office	1959	1,380,000
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SUMMARY OF PROJECTS

Public	\$ 9,732,778
Semi Public	6,967,279
Federal-Provincial	5,679,104
Federal	<u>1,380,000</u>
	\$23,759,161

LEGISLATION

Official Plan	18th March 1946
Zoning By-law No. 728	20th July 1948



VERY GOOD



GOOD



FAIR



POOR



VERY POOR

THE SURVEY OF HOUSING QUALITY

Quality Ratings

Residential structures were rated in accordance with the following standards of housing quality which were adopted after the field testing of various standards.

The standards adopted were:-

Quality Rating	Standards*
Very Good (free from blight)	Good well maintained structures usually buildings of recent construction.
Good (free from blight)	Good well maintained structures usually buildings of older construction.
Fair (vulnerable to blight)	Structures needing minor repair, no serious structural deficiency, but with indifferent maintenance. Buildings with an expected life of not more than twenty years.
Poor (part blighted)	Old or poor quality construction, buildings in need of major repair.
Very Poor (blighted)	Structures with marked dilapidation, serious structural deficiencies.

*DEFINITIONS:

Minor repairs	One or more of the following require repairs:- eaves-troughs down pipes, flashing, woodwork, porch steps, brickwork (repainting).
Major repairs	One or more of the following require repairs:- chimneys, wall and roof cladding.
Serious structural deficiencies	Walls out of plumb, cracked masonry, rotting wood-work, bad foundations, door and windows out of plumb.

For the purpose of the survey the various houses erected for munition workers and later for veterans were treated as permanent housing. These houses, originally on temporary foundations, were subsequently all placed on permanent foundations and were structurally examined. The only exception to the above are fifty-six houses on Woodlawn Avenue, which are due to be moved from their sites by 1962.

APPENDIX 4

THE SURVEY OF HOUSING QUALITY (Continued)

Survey Method

In order to make the survey as objective as possible, a training system was used to ensure that the survey team reached a satisfactory standard of equivalence in their individual appraisals, and in addition spot checks were made by the survey chief at intervals throughout the survey.

The results of the survey were recorded by a code system on 1" 100 ft. maps. In addition notes were made of the existing land use, type of dwelling, height of building (if over 2 storey) and materials of construction. Separate records were made of neighbourhood conditions.

APPENDIX 5

DEFINITIONS

CONSERVATION

The prevention of blight through sound maintenance and enforcement.

DWELLING

A structurally separate set of living premises with private entrance from outside the building, or from a common hall or stairway inside. The entrance must not be through anyone else's living quarters.

HOUSEHOLD

A person or a group of persons occupying one dwelling. A household usually consists of a family group with or without servants, lodgers, etc. However it may consist of a group of unrelated persons sharing a dwelling or of one person living alone.

MAJOR REPAIR*

A dwelling with anyone of the following defects:-
1. Sagging or rotting foundations, indicated by cracked or leaning walls.
2. Faulty roof or chimney.
3. Unsafe outside steps or stairways.
4. Interior badly in need of repair—that is, large pieces of plaster missing from walls or ceiling.

REDEVELOPMENT

The acquisition, clearance and re-use of unsound areas.

REHABILITATION

The repair and raising of standards in basically sound areas.

RESIDENTIAL STRUCTURE

A building, part or all of which is used as living quarters by one or more persons, and which either stands by itself with open space on all sides or has a common wall or walls from ground to roof dividing it from adjoining structures.

URBAN RENEWAL

A broad term to cover the three major aspects of renewal—redevelopment, rehabilitation and conservation.

*Dominion Bureau of Statistics definition.

STANDARDS FOR CALCULATIONS

A. FUTURE LAND REQUIREMENTS (Part V111 Sec. 4)

Residential

A gross density of 16 persons per acre was assumed based on 81.5% of the dwelling units being single family detached, 10.0% semi-detached and 8.5% apartments. In addition to strictly residential uses the gross area includes neighbourhood parks and playgrounds, public schools, local shopping and local streets.

Industrial

It was assumed that the gross density would be at least fifteen workers per industrial acre. The number of industrial workers was calculated on the basis of the distribution of the labour force in 1956. (Census of Canada, 1956).

Large Parks

A provision of 2.0 acres per 1,000 people was made for the above, which would serve a large number of communities.

Other Land Requirements

An area of 2 acres per 1,000 people was assumed for the land requirements of large shopping centres, high schools and similar uses not included in the residential or industrial sections.

B. ADDITIONAL SCHOOL FACILITIES

These were estimated on the basis of the distribution of the 1956 school population in Essex County. (Ontario Department of Education). In 1956 the school population was 20.3% of the total population, the elementary and secondary school enrollments being 83.6% and 16.4% respectively of the total enrollment.

APPENDIX 7

CITY OF WINDSOR ZONING BY-LAW 728

A study was made of the excellent Zoning By-law of the city with a view to making recommendations for amendment of the text in order to secure even better control of development.

The following comments are made and the issues raised are recommended for further study by the Planning Board.

1. Public parking areas are permitted as transitional uses in all residential districts. It is felt that this provision of the By-law is not conducive to sound development as it does not give sufficient control over the location of parking areas which, if not properly controlled, may have ill effects on adjoining residential property.
2. Many types of residential uses are permitted in commercial and manufacturing districts. It is considered that this is undesirable and prejudices the development of good communities by permitting residential uses in areas where community facilities cannot be provided. However, residential uses ancillary to the manufacturing or commercial uses are considered practical in the latter districts.
3. The permitting of limited commercial uses in the central R-3 district. This district is recommended for rehabilitation and it is felt that the By-law provision although restricting the display of goods and advertising, can lead to an unsatisfactory mixture of land uses in the residential area, and eventual deterioration of that area.
4. There are no regulations regarding the provision of car parking facilities in connection with new development, although this matter is being studied by the Planning Board. It is recommended that parking requirements should be added to the By-law.
5. Commercial Zoning - the following is an analysis of the land designated for commercial purposes:-

(a) Net area designated commercial	755 acres
(b) Net area after deduction of railway property, the Detroit-Windsor Tunnel and Ambassador Bridge Properties	480 acres
(c) Existing land use of (b) above	
Commercial purposes	345 acres (71.9%)
Other purposes	103 acres (21.2%)
Vacant	<u>33 acres (6.9%)</u>
TOTAL	480 acres (100%)

It would appear from the above analysis that the City is possibly over-zoned commercially. Certain recommendations are made in this respect in the report. In some areas the commercial zoned land is presently residential in use and in others there is only sporadic commercial development which is often detrimental to the surrounding residential properties. The vacant areas are scattered in small parcels throughout the City.

APPENDIX 8

NEIGHBOURHOOD ANALYSIS

No.	Population	Households	Residential Persons Per Acre Gross	Density Net	Public Space 1,000	Open Per Pop.
1	5,473	1,426	7.2	37.9	0.7	
2	5,408	1,256	5.9	35.6	2.3	
3	4,931	1,418	14.3	39.6	4.6	
4	5,219	1,497	21.7	58.0	2.1	
5	5,688	1,284	13.2	53.7	1.0	
6	2,717	775	21.9	58.2	---	
7	2,277	547	9.6	54.2	---	
8	5,313	1,791	28.7	78.3	1.0	
9	5,211	1,711	22.9	46.1	0.7	
10	3,779	1,233	14.9	40.6	18.3	
11	6,242	1,644	28.4	86.8	0.3	
12	6,080	1,584	25.1	65.1	1.2	
13	2,831	851	11.4	50.0	2.7	
14	4,876	1,257	18.9	38.6	0.5	
15	6,671	1,864	33.7	58.3	---	
16	6,115	1,731	25.0	63.8	2.0	
17	3,794	1,167	19.5	51.0	---	
18	5,695	1,640	19.3	40.7	2.8	
19	3,898	1,157	11.4	46.8	1.4	
20	4,991	1,437	8.4	26.2	9.5	
21	4,684	1,217	17.0	77.9	---	
22	3,952	1,060	13.6	42.8	1.9	
23	3,643	895	11.9	49.8	5.3	
24	3,751	891	9.8	36.7	1.6	
25	8,741	1,947	18.5	34.3	2.5	
Total	121,980	33,280	14.7	46.7	2.4	

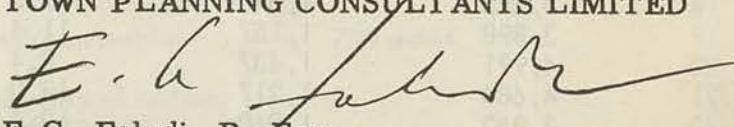
*Sources: - Census of Canada, 1956
Field Survey

TORONTO,
FEBRUARY 1960.

JAMES E. LEWIS

Last December at Christmas time we suffered the grievous loss of a gifted colleague, associate and friend by the sudden death of JAMES E. LEWIS, A.M.T.P.I., & M.T.P.I.C. whose personal contribution to this "A Fifteen Year Programme for the Urban Renewal Study of the City of Windsor and Its Metropolitan Area, 1959" is a large and important one; his direction of the work of the Research Staff has been one of outstanding merit and of the greatest assistance to us. His passing is keenly felt by everyone in the planning profession in Canada.

E.G. Faludi and Associates
TOWN PLANNING CONSULTANTS LIMITED


E.G. Faludi, P. Eng.,
President.